

TELEPHONES:
ROYAL 2525 (20 LINES)
TELEGRAMS:
"SPARDECK, TELEX, LONDON."

PRINCE LINE LIMITED.

56, LEADENHALL ST.,

LONDON, E.C.3.

OUR REF. SE: FAS/1D.

YOUR REF.

FURNESS, WITBY & CO., LTD.
- MANAGERS.

10th June, 1964.

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch St., E.C. 3.

Recd. by hand 10.6.64

Dear Sir,

M.V. "NORDIC":

During the above vessel's recent voyage to Australian ports and back to the U.K., the engine-room personnel - when examining the internals of the port main engine crankcase, found the coupling bolts connecting the scavenge crank to the after-section of the main crankshaft to be quite slack.

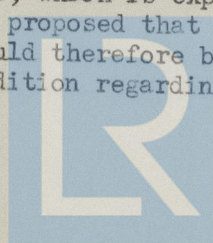
On arrival at Sydney, and at the request of the Chief Engineer, the coupling was examined by your Surveyors at that port which disclosed a crack to have developed between two of the bolt holes.

Six of these bolts were accordingly renewed, as recommended, also the alignment of the crankshaft was checked and improved as considered advisable. The dock trial held on completion was considered quite satisfactory, and your Sydney Office accordingly issued an Interim Certificate for the return voyage to the U.K.

Before clearing the Australian Coast, this coupling was, as recommended, re-examined by your Surveyors at Brisbane, who also issued an Interim Certificate covering the vessel's return to the U.K.

On berthing at Hull, the Chief Engineer reported that when in Aden - and again at Dunkirk, he had spanner-tested the coupling nuts and, with the exception of one bolt, all proved to be quite tight. This particular bolt, which was one of the originals, proved to be broken at approximately mid-length, and was therefore renewed, whereupon a further Interim Certificate was issued to cover the passages to Glasgow.

On completion of the present voyage, which is expected to terminate about the 20th June at Glasgow, it is at present proposed that the vessel makes one more round voyage to Australia, and we should therefore be greatly obliged if the Committee would extend the present condition regarding this Scavenge Crank



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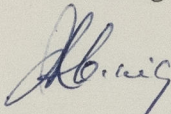
The Secretary,
Lloyd's Register of Shipping,
E.C. 3.

10th June, 1964.

for a further six months, subject of course to the re-inspection to be carried out at Glasgow being satisfactory.

We should perhaps point out that since the temporary repairs which were effected at Sydney the engine has been functioning trouble-free, and that this is a twin-screw vessel.

Yours faithfully,
for FURNESS, WITBY & CO. LIMITED,
as Managers.



Chief Supt. Engr.



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Roberts
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10.6.64

Admitted Jones is informed
that their proposal to make a
further round voyage to Australia
is acceptable provided the results of
the inspection to be held at Gls. are
satisfactory. With
above Gls. order.
v. Mr. copies of letters

Inst. 10.6.64



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