

COPY

LLOYD'S REGISTER OF SHIPPING

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AIRMAIL

22nd October, 1964

R
NAB/RW

Dear Sirs,

Motorships: "IRVING GLEN"
"IRVINGDALE 1"
"IRVING STREAM"
"IRVING WOOD"
"IRVING OURS POLAIRE"

I acknowledge receipt of your letter of the 16th October, the contents of which have been noted, and would inform you that the survey position in each case is as follows:-

"IRVING GLEN"

Special Survey due 3.65 (held on
machinery vessel holds notation
CS. 7.64)

Auxiliary Boiler Survey due 4.65.

Screwshaft Survey due 2.68.

Ship last seen in drydock 6.64.

To complete the Special Survey of the hull for the notation SS 7.64, the anchors and cables, chain locker, masts and rigging remain to be examined.

The class is subject to internal pitting of bottom shell plating in No. 1 cargo tank (port and starboard and centre) and No.2 cargo tank (port side) being specially examined and dealt with as necessary at the next drydocking.

To bring the Continuous Survey cycle up to date, the following items should be examined at an early date:-

Electric driven scavenge blower.

Main engine driven S.W. and F.W. cooling pumps.

Independent ballast pump.

Hand air compressor.

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"IRVING WOOD"

The survey position is as follows:-

Special Survey due 3.66.
Donkey Boiler Survey due 2.65.
Screwshaft Survey due 5.67.
Ship last seen in drydock 4.64.

There are no conditions of class noted against this vessel.

The following machinery items have not been examined for over four years and arrangements should be made for these parts to be seen at an early opportunity:-

Main engine Nos. 1, 3, 5 and 7
starboard and all port cylinders,
pistons, rods, valves and gears.
Nos. 1, 3, 5 and 7 starboard and all
port connecting rods, top ends and
guides.
Nos. 1, 3, 4, 5, 6, 7 and 8 crankpins
and bearings.
Scavenge blower.
Thrust and intermediate shafting.

I would add that the Special Survey of the hull has been carried out and the vessel will be eligible for the notation SS (Dr) 5.64 when the Continuous Survey cycle of the machinery has been completed.

"IRVINGDALE 1"

The survey position is as follows:-

Special Survey due 9.65.
Auxiliary Boiler Survey due 3.65.
Screwshaft Survey due 9.66.
Steampipe Survey 8.67.
Vessel last seen in drydock 9.63.

The class is subject to indented shell plates E.1 and 2, F.1, G.1 and 2 (port side) E.1, F.1 and G.1 (starboard side) being specially examined and dealt with as necessary at the next drydocking and to the port auxiliary boiler safety valve chest being renewed by the end of November.

The following machinery items have not been examined for four years, and arrangements should be made for these parts to be seen at an early opportunity:-

Independent luboil pump.
Windlass.
Independent air compressors and prime movers.
Inboard and outboard steam auxiliary engines.
Starting air pipes.

"IRVING STREAM"

The Survey position is as follows:-

Special Survey due 9.66.
Auxiliary Boiler Survey due 4.65.
Screwshaft Survey due 5.66.
Steampipe Survey due 6.68.
Vessel last seen in drydock 5.64.

The class is subject to set in shell plates K.17 and J.17 (port side forward) and G.7 and F.9 (port side aft) being specially examined and dealt with as necessary at the next drydocking. *to the exhaust- gas economiser not being used until surveyed.*

The following machinery items have not been seen for over four years and arrangements should be made for these parts to be examined at an early opportunity:-

Main engine Nos. 3, 5 and 8 cylinders, pistons, rods, valves and gears.
Nos. 1, 2, 3, 5 and 7 connecting rods, top ends and guides.
Nos. 1, 2, 3, 6, 7, 8, 9 and 10 journals and bearings.
Independent bilge pump.
Starting air pipes.
Starboard forward No. 2 and starboard forward No. 3 auxiliary engines.

"IRVING OURS POLAIRE"

The survey position is as follows:-

Special Survey due 1.68.
Donkey Boiler Survey due 1.66.
Screwshaft Survey due 1.68.
Vessel last seen in drydock 12.63.

The class is subject to the windlass being examined and dealt with as necessary at St. John N.B.

It is concluded you desire the machinery to be examined under the Continuous Survey arrangement, but I shall be glad to receive your confirmation on this point.

The vessel has been reported by the Society's Surveyors at St. John N.B. as having been under their inspection for Docking and Continuous Survey, but the Report has not yet been received in this Office.

Yours faithfully,

cc St. John N.B.
NYK

Clerk to the
Classification Committee

Messrs. Kent Line Ltd.,
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