

1st November, 1949.

Dear Sir,

H.

I duly received your letter of the 20th ultimo respecting the Salvage Lighters "L.C.8", "L.C.9", "L.C.23" and "L.C.24", and note that it is the present intention to reclass the "L.C.8" and "L.C.9".

In this connection I have to say that in each case a Periodical Special Survey(B) should now be held and you should satisfy yourself that no major alterations have been effected to the original structural arrangements. You should report on the condition of the inner surfaces of the bottom plating, with particular reference to the coating (cement, bitumastic, etc.).

The class of the "L.C.8" prior to its deletion was subject to indented plating, etc., on port side aft being dealt with at the first convenient opportunity whilst the class of the "L.C.9" was subject to 18 fathoms of chain cable being supplied.

The equipment of anchors and chain cables originally proposed for both vessels consisted of two stockless bower anchors of 18-20 cwt and 240 fathoms of $1\frac{1}{2}$ " diameter chain cable. This was approved as the vessels were also to have special equipment of salvage gear which included four anchors, each of 70 cwt, as well as wires in excess of the Rule requirements, but details of the equipment now on board should be forwarded for the consideration of the Committee.

The following parts require to be opened up for the machinery portion of the survey, viz:-
Boiler Survey to be carried out in each case and all pumps, pumping arrangements, condenser, auxiliaries, sea connections to be examined, electrical installation to be examined and megger tested and steam pipes to be tested.

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It is concluded that no major alterations have been effected to the machinery of either vessel since originally fitted.

Yours faithfully,

Clerk to the
Classification Committee.

D.L.H. Collinson, Esq.,

PLYMOUTH.



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