

COPY

For original correspondence
see "ALBATROSS"

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

Enclosures.

15th July, 1953.

Dear Sirs,

Classn(S)
RJS"ALBATROSS" and "WATERGATE"

I beg to acquaint you that your letters of the 8th instant addressed to Mr. Grieve, one of the Cardiff Surveyors, and Mr. Shaw, one of our Swansea Surveyors, were forwarded here for attention, and as arranged with your Representative yesterday, I enclose herewith certified photo-prints of the reports received from the Society's Surveyors at these two ports which have reference to the damage stated to have been caused by the "WATERGATE" colliding with the "ALBATROSS" whilst she was moored at her discharge berth on the 30th ultimo at Port Talbot.

These reports detail the nature of the damage sustained to the "ALBATROSS", and the recommendations and repairs afterwards carried out thereto to the satisfaction of the Surveyors concerned.

In reply to your enquiries the Swansea Surveyors state that the vessel could not have continued in commission without repairs being effected. They add that at the time of their inspection at Port Talbot they were aware that the "ALBATROSS" was destined to dry dock at Barry, and were first apprised of this arrangement on the 2nd instant.

The Interim Certificate they issued was limited in its scope merely for the vessel to proceed from Port Talbot to Barry, as in their opinion repairs either temporary or permanent would have been necessary for the vessel to remain in commission.

In their opinion also repairs could have been done as expeditiously at Port Talbot as elsewhere in the Bristol Channel, provided of course labour was available. They did not insist upon temporary repairs for this short voyage as she was proceeding in light ship condition to Barry and they considered it quite safe for her to undertake this short voyage.

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The Cardiff Surveyors state that the essential repairs agreed to by them on the 5th and the 7th July were as follows:-

G. strake No. 1 plate from aft to crop and part renew; vertical wrapper plate in way to crop and part renew.

These repairs were completed afloat as they did not necessitate the vessel being drydocked.

An account is enclosed for the cost of the accompanying documents.

Yours faithfully,

Clerk to the
Classification Committee.

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Keene, Marsland & Co.,
52 Mark Lane,
LONDON, E.C.3.



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