



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

17 Battery Place,

New York 4, N. Y.

RECEIVED

11 DEC 1950

December 8, 1950

Ansd.....

Please address
further communications
on this subject to
THE PRINCIPAL SURVEYOR

VIA AIR MAIL

Dear Sir:

Re: "LAGO AZUL"

On 3rd February 1948 you advised us that this vessel was registered under the Panamanian flag and classed with the Registro Italiano. At the same time you forwarded copies of report C 11 and computation on the case in order that instructions might be sent to the Genoa Surveyor for the issue of the Panamanian Load Line Certificate, the R.I. not being authorized to issue such certificates on behalf of Panama.

On February 6, we addressed an airmail letter to the Genoa Surveyor regarding the matter, to which no reply was received.

The vessel was next heard of at Philadelphia recently where the Surveyors were requested to issue Panamanian Freeboard and Radiotelegraphy Certificates. At that time the Owners' Representative stated that the vessel previously had a Lloyd's Freeboard Certificate which expired in February last, and that since then two provisional certificates were issued by the American Bureau, both of which have now expired.

The vessel completed the Registro Italiano's Special Survey No. 3 at Genoa in January of this year and was seen in drydock by the American Bureau Surveyors at New Orleans in October last. Consequently, the Philadelphia Surveyors felt justified in issuing a Provisional Panamanian Load Line Certificate after conducting a general examination of the holds, bridge tween decks, weather decks, hatchway coamings and covers, ventilators and casings. They further recommended that as the condition of these items was good, a Panamanian Load Line

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Certificate be issued valid until the 30th November 1951 pending examination of the vessel⁴ in drydock. In this connection, the Owners state that they intend drydocking the vessel next October.

Copies of the Philadelphia Surveyor's reports C 11, C 12(a) and Provisional Load Line Certificate are enclosed, herewith, together with a photostatic copy of the American Bureau Surveyor's report No. 19689 issued in New Orleans on October 12, 1950.

The question of reclassing the vessel with this Society was discussed with one of the Owners, Mr. Scerni, now visiting New York, who stated that such a course would be acceptable to him provided this would not involve undue delay to the vessel⁶ and that some consideration be given to the aforementioned surveys. In view of the fact that the vessel⁷ was formerly classed with this Society and was so recently under Special Survey by the Registro Italiano (with which Society we now have a working agreement), it is thought the Committee might be agreeable to assigning a notation "re-classification contemplated" as a result of the survey now held at Philadelphia, with a view to assigning a "reclassified" record, i.e., after the vessel⁸ has been seen in drydock next October. Perhaps you would be so good as to advise me of the Committee's minimum requirements in the special circumstances of the case, so that the matter may be further discussed with the Owners' Representative.

It is proposed to issue Panamanian Load Line Certificates valid until the 30th November 1951 as recommended by the Philadelphia Surveyor.

Yours faithfully,



Principal Surveyor

The Secretary
LONDON

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