



Please address all
communications to
THE SURVEYORS

LLOYD'S REGISTER OF SHIPPING

Hamburg 1, Mönckebergstraße 27

Telex No. 02 14143

Telegrams: Surveyors, Hamburg

Telephone: No. 33 10 25 (5 lines)

YOUR REF.

OUR REF. 2492/DRW

19th March, 1962.

Dear Mr. Siggers,

m.v. "AUGUSTENBURG".

I wish to bring to your notice the case of the above vessel, to which the London Classing Letter dated 9th March refers, stating that to complete the C.S. cycle the port and starboard Nos. 1 and 2 top ends require to be examined, and referring also to guides.

This is a trunk piston engine, with gudgeon pins.

The Owners' records on board show that these parts were examined at New Orleans. The Surveyor at that port states in his certificate that the pistons were examined, and as these are trunk type pistons, for what reason did he not inspect the gudgeon pins and connecting rods when the pistons were lifted for examination?

The Hamburg Surveyors state the Owners maintain their machinery in an excellent condition, and this point of difference between the Owners' records, which have been signed by the New Orleans Surveyor, and the Surveyor's report covering the examination of a trunk piston excluding the connecting rod and gudgeon pin but including the bottom end, seems to be an omission on the part of the Surveyor. The records book kept on board, which has been seen by the Hamburg Surveyor, Mr. Brooke-Smith, includes for the gudgeons and is countersigned by the New Orleans Surveyor.



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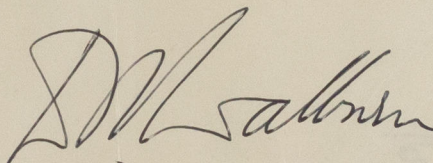
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I do feel this case should be reviewed as the German Owners are very incensed at the New Orleans Surveyor not clearing the gudgeons when he dealt with the pistons, and naturally they are not prepared to withdraw the pistons a second time; if pressed in this connexion they would consider whether or not to maintain the ship in class.

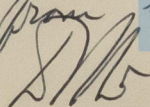
Perhaps you would be kind enough to look into this case before a new Interim Certificate is issued, and although one has to be issued for a correction of the date of examining the grinding mark on the screwshaft, I do not consider it should also include the gudgeons of Nos. 1 and 2 trunk pistons as outstanding items, particularly as the Surveyor at Hamburg very carefully examined the signed record book on board the ship and dealt with all the parts outstanding from these records.

Yours sincerely,



H.B. Siggers, Esq.,
LONDON.

P.S. Since writing this letter and withholding the new interim certificate destined for the Owner's pending your comments I find that a copy has already been forwarded to London which was dispatched automatically from this office.



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Assign CSM 10/61
(See Ind. on Ham 11/61S)
Q 22/2/62



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