

COPY

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

18th January, 1952.

assn(S)

Dear Sirs,

Steamer "VALERUNA"

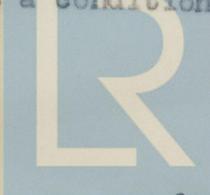
In confirmation of the cablegram which has been despatched to you this afternoon, as per copy herewith, I would explain that I have received a cablegram from the Principal Surveyor for Canada stating that the Hall Corporation, Montreal, are purchasing this ship, and that they understand she is to be dry docked at Casablanca on the 24th instant. The Hall Corporation have requested that an exclusive Surveyor be present on that occasion.

In reply the Principal Surveyor for Canada was informed by cablegram that the Committee would not of course authorise a Condition Survey with a view to purchase, but that if the present Owners agreed, the Committee might agree to your being requested to attend at Casablanca to carry out a normal dry docking survey, provided your duties permitted.

The Genoa Surveyors were informed of the position and have cabled that the Owners have no objection to a normal Classification Survey by an exclusive Surveyor.

For your guidance in the case I forward herewith a copy of the last report of survey held on the vessel, from which you will observe she was seen in dry dock at Spezia last September, when also a Special Survey was held on both hull and machinery.

The bottom was reported to be hogged to a maximum of 4", but as no effects to the set-up bottom plating were evident in the adjacent internal structure, this matter was not noted as a condition of class, but



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treated merely as an endorsement "B". The class is, however, subject to 15 fathoms of chain cable being supplied at the earliest opportunity.

The Boiler Survey, which became due in March, 1951, has been partly held and the vessel will be eligible for a notation of "Blr.S. 9,51" when the safety valves of the starboard boiler are adjusted, and it will be noted that it was proposed to deal with this matter on the vessel's return to Italy.

On the completion of your inspection you should forward your reports to this Office as soon as possible, as an official Certificate of Classification from the Committee will doubtless be required in connection with the sale.

The expenses in connection with your visit to Casablanca will require to be borne by the Hall Corporation, and if you are not able to collect them direct from the Hall Corporation's Representative, perhaps you will advise me of the amount, so that I can request the Society's Montreal Office to render the necessary account. It may be that the normal Docking Survey fee should be to the old Owners' account, but perhaps you will settle this point when interviewing the interested parties in Casablanca.

Yours faithfully,

Assistant Clerk to
the Classification Committee.

The Surveyors,
LISBON.



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