



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

2/3, Piazza Cavour, Genoa (408)

Telegrams: Surveyors, Genoa

7th September, 1951

Telephone No. 22862

1 Enclosure.

RECEIVED

Dear Sir,

10 SEP 1951

s.s. "VALBRUNA"

Ans.....

We refer to your telegram of the 3rd inst. addressed to you, and your reply to same.

The Vessel is now here for the Special Survey, and on examination of the bottom in dry dock, we found that the keel and bottom are set up for a length in way of Nos. 1 & 2 Holds with a maximum deflection of about 4".

The R.I., with whom the Vessel is also classed, do not require any repairs to keel or bottom, and therefore we should be glad to know whether we may also accept the Vessel as at present.

The Owners have suggested that in the event of extensive repairs being required, they would drop our class (B.S.+).

With reference to the above, please note that the Owners have pointed out the following:-

The Vessel was bought in August 1950 in England "as she was", and a copy of the Report of the Society's Surveyors at Hull, who surveyed the Vessel in dry dock in February 1950, was obtained.

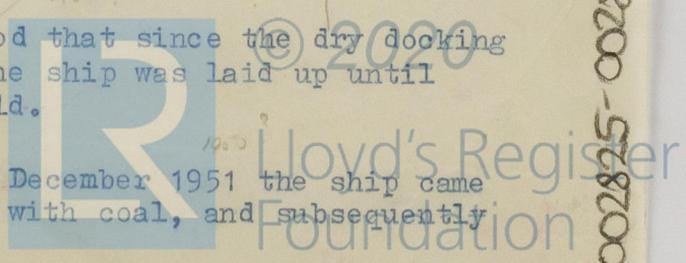
From this Report, and from information received, it appears that there were no subject or endorsement against the ship regarding the bottom.

It is also understood that since the dry docking at Hull in February 1951, the ship was laid up until August 1951 when she was sold.

From August 1951 to December 1951 the ship came to Italy from England loaded with coal, and subsequently

she traded...

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led between Sardinia and Genoa with salt cargoes.

No record exists in the Vessel's Log Book about weather or grounding during this period.

In December 1950 the ship was dry docked at Genoa, and surveyed only by the R.I. Surveyors, because at that time they did not intend to maintain our Class. During that time the hogging was noted and reported by the R.I.

In conclusion, the Owners claim that the hogging must have occurred previously because

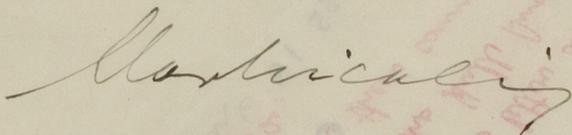
normal cargoes completely filling the holds have been stowed since the ship was sold to them.

Therefore, they request that an investigation of hogging reports be made to ascertain if this defect was noticed before and not considered as a subject of endorsement with para. 1 h of endorsement to the Class. In any event the Owners propose to consider the ship as of Cat. B (endorsement).

A telegraphic reply is requested.

Longitudinal sections showing the extent of hogging measured in dry dock are attached herewith.

Yours faithfully,



FOR THE SURVEYORS



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Lloyd's Register
Foundation

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CLASSIFICATION

H.

WIRE REQUESTED

Submitted a copy of this letter and the attached plan be sent to the Skull Summit for perusal and returns with their comments - refer their report

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