

COPY *to New York*

LLOYD'S REGISTER OF SHIPPING

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

Telegraphic Address { Inland: Committee, London, Telex
Overseas: Committee, London, E.C.3

Telephone: ROYal 9166
Telex No.: 24305

22nd March, 1966.

Yr. Ref. No. 00962/COMDEARC-486

C.
AH/DET

Dear Sirs,

M.S. "ANTONIO DE ARVALO"

I acknowledge receipt of your letter of the 8th February, the contents of which have been noted.

For the carriage of grain as a temporary arrangement and amendment of class to 100 A.1 with the descriptive notation of "Formerly Tanker - now temporarily converted for grain cargoes" the following would require to be complied with to the satisfaction of the Society's Surveyors:-

1. Blank flanging to be fitted to the sea connections in the pump rooms.
2. A sounding pipe to be fitted in each grain carrying compartment.
3. The pumping arrangements to be tested to the Surveyors' satisfaction.
4. Suctions in each cargo tank to be boxed in over the top of 2 longitudinal frames adjacent to the suctions and boarded up with 3" timber suitably covered with burlap - this will prevent entrance of grain into suctions and at the same time allow drainage of water into suctions.
5. Tanker freeboards may be retained when tanker arrangements i.e. subdivision, gangway, ventilators, hatchways etc. are also retained.



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I would also inform you that some tankers are carrying grain without alteration to the class which covers oil cargoes in bulk and, in such circumstances, the Owners obtain a certificate from the International Cargo Bureau Incorporated at New York. For such temporary cargoes the Society's class as a tanker does not alter if the arrangements remain the same, although you will appreciate that in such cases no certificate is issued by the Society to the effect that grain cargoes can be carried.

Concerning your comments in regard to the postponement of the Special Survey, a satisfactory General Examination for postponement of the Special Survey was carried out at Mobile in January last but the Society's requirements in regard to the machinery survey for postponement were not fully complied with. It will be necessary, therefore, for the following machinery parts to be examined at an early date to enable the case to be submitted to the Committee for the postponement desired:-

- Main engine No.1 bottom end (last examined May 1958) — *see Rps*
- Nos.7 and 8 journals and bearings (last examined May 1958 and February 1959 respectively).
- ✓ Bilge pump in forward pump room (last examined July 1960).
- ✓ Pumping arrangements (last examined July 1960)
- ✓ Evaporator (last examined July 1960)

Your proposal in regard to the inspection of these items will be appreciated.

The ship was under survey at Balboa in February last and as a result of this inspection the class of this ship has been continued subject to buckled shell plates G.23, H.23, J.23 (starboard side), G.23, H.22 and 23, J.22 and 23 (port side) and internals in way all in way of the forepeak tank being specially examined



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-3-

and dealt with as necessary on the ship's arrival at Los Angeles after discharge of cargo. It is concluded that this matter has received your attention.

Yours faithfully,

pro Classification Manager

Captain Leonidas Amaguite

Muerzas Militares de Colombia,
Ministerio de Guerra,
Director Buques Y Astilleros,
Comando Armada Nacional,
Edefico C.A.N.
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