

28th September, 1948.

Dear Sir,

I duly received your letter of the 22nd instant, enclosing one received from the Superintendent of the South American Sail Line, from which the Committee are very pleased to note that they would like to transfer four of their ships from British Corporation to Lloyd's Register class, if this could be arranged expeditiously, and without involving duplication of opening up.

On general point of principle, the Committee are most anxious to meet the Owners' wishes, and to this end, I am authorised to make the following proposals, viz :-

Steamers "ST. ARVANS" and "ST. HELENA".

These are ex-American built "Sam" ships and plans for this type have already been approved, and the ships would therefore be eligible for classification, subject to the items of structural reinforcement being examined and found or made equivalent to the Society's requirements, given in my letter of the 23rd May, 1946, and Circular 1871. As regards the survey for classification, it is noted that the Special Survey of the former is now being arranged, and if this were carried out by the Society's Surveyors, full classification could be arranged on completion.

As regards the latter vessel, it is noted that the Special Survey was held by the British Corporation in May, 1948, and, provided copies of the relevant British Corporation certificates and reports were produced by the Owners, she would be accepted for full classification with L.R., on submission to a General Examination by the Society's Surveyors of sufficient extent to enable them to satisfy themselves as to her condition.

With regard to the "ST. MARGARET" and "ST. ELLEN", it will be necessary for plans to be submitted for approval, but if desired by the Owners, endeavours would be made to obtain copies from the builders for this purpose.

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It is noted that in the case of the "ST. MARGARET", the vessel was built in 1941 and the last Special Survey held by the British Corporation in April, 1946. In this case, a modified Special Survey on the lines suggested by you would be accepted for full classification provided it were sufficient in extent to allow the Society's Surveyors to satisfy themselves fully regarding the condition of the ship. For the acceptance of the "ST. ELWYN" into full classification, a modified Special Survey on similar lines would also be required.

So far as the machinery is concerned, Circular 1871 provides for cases in which full class has been approved for the hull of a vessel before the machinery survey has been completed, and states that in such cases, the Committee will not insist upon interdependence of hull and machinery surveys but will be prepared to assign full class to the hull leaving over for later assignment records M.S., B.S. and T.S., when the relative surveys have been held and the necessary scantlings checked.

It appears therefore, that in the cases under notice, the relative American Bureau or British Corporation Certificates remain valid during their normal period, and survey by this Society would not be essential until the surveys fall due.

In the case of the "ST. ARVANS" and "ST. HELENA", specimen first entry reports could be forwarded from this Office for the guidance of the Surveyors. The necessary machinery particulars are, however, not available for the "ST. MARGARET" and "ST. ELWYN", and in these cases, the customary machinery plans should be provided.

Yours faithfully,

Clerk to the
Classification Committee.

G.H. Stocks, Esq.,
CARDIFF.



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Foundation