

COPY.

LLOYD'S REGISTER OF SHIPPING,
GALVESTON, TEXAS.

The Principal Surveyor,
NEW YORK.

January 16, 1946.

Dear Sir,

Barges "PETROLEUM NO. 4" & "PETROLEUM NO. 6".

In answer to your letter of December 7th last having reference to an enquiry from London as what arrangements the Owners propose making to carry out the Special Survey which is due in each case, I beg to remind you that a letter from the Company withdrawing these barges from class was forwarded to you last August.

As requested in a letter from you, I followed Mr. Buchanan's suggestion and endeavoured to see Mr. Irvine personally to discuss the desirability of keeping these craft classed. Mr. Irvine has always been out of town on my visits, so yesterday I once again visited the company at Houston and spoke to Mr. Cook who explained that the decision to withdraw from class was made by his Principals after careful consideration; that these old barges are obsolete in type, one defect being that they have steam pumps whereas almost all towboats on the Intra-Coastal Canal are Diesel driven and have no steam connections. The Texas Company discontinued their character a long time ago and the barges have been laid up ever since with no prospect of a character.

The Owners do not intend spending any money on these two vessels as they cannot see an adequate return. These being the circumstances, the continuation of class would merely be to throw good money after bad, I was informed.

I regret the delay in getting this matter settled, but I had hoped finally to persuade the Owners to keep the barges in class.

Yours very truly,

(Sgd'. G. PICKERING.

Surveyor.



© 2020

Lloyd's Register
Foundation

009200-009210-0040