

Original with "CARABOBO"

LLOYD'S REGISTER OF SHIPPING.

Altamira - Caracas

9th August, 1959.

Secretary,
DON.

Sir,

Referring to the received cable and various letters, I beg to inform you as follows:-

"DA"- Refer to my cable 23rd July, 1959, vessel drydocked in Curacao recently.

"BOBO" is still lying alongside shipyard at Pro Cabello, all repairs stopped; this vessel was sold to the Ministry of Communications, but nobody, nor the CAVN, nor the M.O.C. is able to order the necessary repairs and apparently nobody likes to spend money, even to keep the vessel in Class. It is impossible for me to find the person, who takes the decision with regard to the above vessel.

"L" This vessel was drydocked on the 30th April, 1959, passed her Special Survey and the tailshafts were drawn. I am preparing my report now and will send same to you as soon as possible.

"PRIDE" ex "ZULIA" Loadline Survey report will be mailed today, did not realise that this was necessary.

"AS" Shall contact the Owners with regard to the equipment supplied.

"WELL" This vessel is still used as an oil storage vessel in the Lake of Maracaibo; the boilers were put out of service and the cargo pumps are driven by compressed air.

"A" Reports Nos. 82 and 83 mailed 19th July last.

"HUA" Am now preparing report with regards to the Special Survey and damage repairs, vessel has been under repair from the 19th May, 1958 until the 29th January, 1959, whilst all particulars were obtained (not in writing) on the 10th July last. (6 casualties).

"ANDA!" Your classing letter not received (21st April) and I presume that you refer to the tug "Miranda", or ex "Pablo Moran". In order to make a proper sketch, I have to go to Maracaibo, however, I'll try to explain first. This is a twinscrew motor tug, operating on the Lake of Maracaibo and its rivers. The vessel has four rudders, i.e. one in front and one aft of the propellers. The rudders are of the so-called free-hanging type with a bushing in the rudder trunk and in way of the deck. Rudderstock and rudderplating are welded together. In this case it was clear that the rudder had struck something whilst navigating and the rudderstock (rudderhead) was bent just underneath the lower bushing. An interim certificate has never been sent, because of the fact that Moran, the Owners of the "Pablo Moran" do not exist any more in Maracaibo, and the ship is now the property of Shell again. However, as soon as I have to go to Maracaibo I shall talk the matter over with Shell.

"RE" (tons) Your request to send the certificates for the new rudder and rudderhead, those are not available, but I presume that the rudder now fitted by the builders.

With regard to certificates for anchors, chain cables, etc., and obtaining material tests here, I beg to draw your attention, that this is practically impossible and I had the experience once; making test pieces f.e. for a rudderstock, testing same etc., took about six months.

Since it is a little slack in business now, I hope to be able to hand all the pending matters, such as monthly Rtn's. accounts and reports.

Sgd. J.J. Schoo.

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