

COPY OF AIR LETTER

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

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

28th April, 1957.

Assn(S)
EC

Dear Sir,

Motor Tanker "EBANO"

With reference to the letter addressed by the Owners to you on the 15th instant, a copy of which was forwarded to this Office for information, it has been considered desirable to inform the Committee today of the Owners' comments. Accordingly they have again given very careful consideration to the matter, but have felt that in all the circumstances the suspension of class should remain until a satisfactory report is received on the No. 6 main journal of the port main crankshaft.

Bearing in mind the Owners' proposal to deal with this matter by June next, the Committee feel there is no necessity at this stage finally to expunge class, and have therefore modified their previous decision in this respect.

You should therefore inform the Owners that the vessel's class will remain suspended until June, when permanent repairs must be carried out to the crankshaft in question, failing which the Committee will then expunge class owing to reported defects.

On receipt of a satisfactory report in regard to this crankshaft the classification of the ship will be restored.

It is considered that when replying to the Owners' letter you should remind them that this Society is aware as a result of experience of the dangers arising from the indiscriminate loading of shafts, rods and similar moving parts; and the Committee's views are therefore not based on academic theories but from observation of what actually happens in service.

It is concluded it is unnecessary for me to remind you that the Owners' comments regarding the other cases they mention are totally irrelevant to the present question,



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seeing that the "POZA RICA" was not classed with this Society until June, 1953, and the circumstances they quote occurred before that date; moreover, as will be seen by reference to the Register Book, the class of the "TAMPICO" was expunged with a Red Line in July, 1953, whereas the ship was not sold by them until 1956.

Yours faithfully,

Copy to NYR.

Clerk to the
Classification Committee.

W.J. Bloomfield, Esq.,
LOS ANGELES.



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