

Original letter with:.....\*

Copy of/Extract from letter received from

PETROLES MEXICANOS

ESS 629 South Hill St., Los Angeles 14 California.

*Addressed to Los Angeles Sunway.*

ce, if any: LA - 1900

15.4.57. Received 24.4.57. Answered

Name: M.S. SEANO\*<sup>\*</sup>

I acknowledge receipt of your letter dated March 15th in which you transcribed the cable received from your principals at London, giving the Classification of our m.s. "SEANO", as of March 13th, requesting us to change the pin #6 on the Port Crankshaft by the end of the present month.

The decision of your London office has surprised me very much as we have never denied the changing of the crankshaft pin, the thing we did was to delay it in order to do it at the same time as Annual Inspection of this vessel, which is to be effected in June of this year, and the delay in the change of the crankshaft pin does not endanger the safety of the vessel, because at the end of each voyage the pin is inspected, the welding has been found in exactly the same condition as when it was welded in May 1956, and in the opinion of the Port Engineer, Chief Engineer, the First Engineer and mine, the pin will not only be serviceable until June but it can be in service many years to come, contrary to all the technical reasons stipulated in Lloyd's Regulations.

I also wish to remind you that the new Crankshaft on the Port was installed in 1951 and inspected by yourself, in which now the pin #6 cracked.

This incident reminds me of another case, on our m.s. "FOZA RICA", she struck the dock with the rudder, in Salina Cruz, Oax., in 1946, breaking in pieces the Steering Engine Plungers, that are approximately 12" X 6" in length, the pieces were welded, machined, and placed in service; if we had waited to have new Plungers made, the ship would have been out of service for a very long time and if the Lloyd's Regulations are so strict as to accept welded pieces of machinery that may endanger the vessel, why is it that they never insisted on the changing of the Plungers? It was until 1952 that the undersigned requested the change and the Underwriters paid for the new Plungers. I estimate that the case of the m.s. "FOZA RICA" was more dangerous because she is single screw and the m.s. "SEANO" is twin screw.

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I would like to mention another case, relative to the Classification of our m.s. "TAMPICO", that due to the strong recommendations of the Register of Shipping we decided to effect an economical repair in 1951, after that repair the ship never operated satisfactorily when in the fall of 1952 our Principals resolved to tie it up finally, it was sold as "scrap" in the fall of 1956. The thing the Company who purchased it (as scrap) did, was to convert it with Diesel, in February 6, 1957, without having the proper authorization to do so; afterwards, she was anchored at the San Pedro Bay until February 20, 1957, showing on the freeboard marks the ship's Registration. The Authorities had full knowledge that she was posing her cargo and was not allowed to sail as the new owners did not present at the Custom-House the documentation for the clearance but finally, on the same date, she sailed for Japan. Then, what documents did the owners prove of her seaworthiness and what clearance and could insure the vessel and the cargo? We know very well the m.s. "TAMPICO" never reached her destination, she was wrecked on the coast of Mexico and ended a few days ago, by being located 45 miles south of Ensenada, B.C. Mexico, declaring a total constructive loss sooner or later will be paid by the Underwriters.

In view of the aforesaid, I emphatically protest for the drastic decision of your Principals at London, to whom I am sending a copy of this letter, as we have never denied effecting the repairs you have recommended us to do, the only thing we have done in some instances, is to delay them because our fleet is small and essential to our business, but we have always endeavored so that our ships would not be damaged by these delays, since we have never had any major accident on this account.

Yours very truly,

PETROLES MEXICANOS

Sgd. C. Alvarez Garcia.  
L.A. Representative.

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