

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 Sunday.*

ce, if any: LA - 1908

15.4.57. Received 24.4.57. Answered

Name: M.S. "EBANO" \*

I acknowledge receipt of your letter dated March 15th in which we transcribed the cable received from your principals at London, giving the Classification of our M.S. "EBANO", as of March 13th, requesting us to change the pin #6 on the Port Crankshaft by the 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 to be effected in June of this year, and the delay in the change of the crankshaft pin does 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 condition as when it was welded in May 1956, and in the opinion of Port Engineer, Chief Engineer, the First Engineer and mine, the will not only be serviceable until June but it can be in service any 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 and the crankshaft pin #6 cracked.

This incident reminds me of another case, on our M.S. "POZA RICA", she struck the dock with the rudder, in Salina Cruz, Oax., in 1946, being in pieces the Steering Engine Plungers, that are approximately "X 6" in length, the pieces were welded, machined, and placed in use; 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 the changing of Plungers? It was until 1952 that the undersigned requested the same and the Underwriters paid for the new Plungers. I estimate that the case of the M.S. "POZA RICA" was more dangerous because she is single and the M.S. "EBANO" is twin screw.

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I would like to mention another case, relative to the Classification of our m.s. "TAMFICO", 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. In the fall of 1952 our Principals resolved to tie it up. Finally, it was sold as "scrap" in the fall of 1956. The person who purchased it (as scrap) did, was to use it with Diesel, in February 6, 1957, without having the proper documentation 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 losing 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 why did they need the clearance and could insure the vessel and the cargo? We know very well the m.s. "TAMFICO" never reached her destination, she ran aground on the coast of Mexico and ended a few days ago, by being wrecked 45 miles south of Ensenada, B.C. Mexico, declaring a total loss. Such loss sooner or later will be paid by the Underwriters.

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

Yours very truly,

PETROLEOS MEXICANOS

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

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