



# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Via Mazzini No. 9, Trieste

29th April, 1955

Telefono: 24420

Indirizzo Telegrafico: "Register"

RECEIVED

2 - MAY 1955

Ans'd.....

Reference

Dear Mr. Sladden,

## "CARNARO"

We have just received a letter from Messrs. S.I.D.A.R.M.A. stating that they wished to withdraw the above vessel from class on economic grounds.

I know that this is not the real reason as I understand that they propose to convert the vessel to a bulk ore carrier and class her with the American Bureau.

This Company of course since postwar days have never been friends of L.R., but I hear that some time ago the vessel was in Liverpool where one of our Surveyors recommended that the vessel be dry docked for examination of the rudder, which the Owners considered unjustified.

This, I believe, together with the old story of the Maltese Cross is the real reason for the Owners' intention to withdraw the vessel from class.

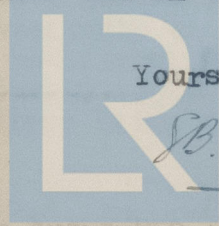
I am not doubting for one moment the correctness of the Surveyors recommendation, but Nascimbene, the Owners' Superintendent may have got a warped story from the Master.

I propose to go to Venice and call on the Owners, but before doing so, and, before informing London officially, I would like to be in possession of the true facts.

Could you possibly give me any information, what repairs ect., were carried out on the rudder in dry dock.

Yours sincerely

R. J. Sladden, Esq.  
London



© 2020

Lloyd's Register  
Foundation

011280-011293-0104

the favourable consideration of the Committee.

134868  
2.52



## CLOYD'S REGISTER OF SHIPPING

Via Mazzini No. 9, Trieste

Notes, Litqa

2261 YAM - S

087A

"ОГЛАВЛЕНИЕ"

THE NEW YORK PUBLIC LIBRARY

Messrs. C. I. T. A. B. M. A. stating that they wished to borrow the above vessel from class on economic grounds

business. I am I understand that they propose to convert the vessel to a bulk ore carrier and class her with the American Bureau.

This company of course since postwar days have never been friends of I.R.C., but I hear that some time ago the vessel was in Liverpool where one of our agents recommended that the vessel be dry docked for a thorough examination of the hull, which the owners considered belittling.

owners to withdraw the vessel from class. This, I believe, together with the old story of the Maltese Cross is the real reason for the

dry dock.  
 must repairs etc., were carried out on the ladder in  
 could you possibly give me any information

Учредитель

Tongon  
R. J. Sladden, Esq.

CLASSIFICATION

H