

(4 copies)
Mtl.N.Yk.

W.J.F.

DRAFT

27th September, 1954.

Messrs.G.T.R. Campbell, ~~xxx~~,
Montreal.

Dear Sirs,

I beg to acknowledge the receipt of your letter of the 15th instant referring to the machinery certificate of the tanker "ANDROS VENTURE" and would emphasise at the outset that before we instructed Mr. Riddell to inform you that the Committee had been unable to assign the * to the machinery notation in this case every avenue was explored to that end.

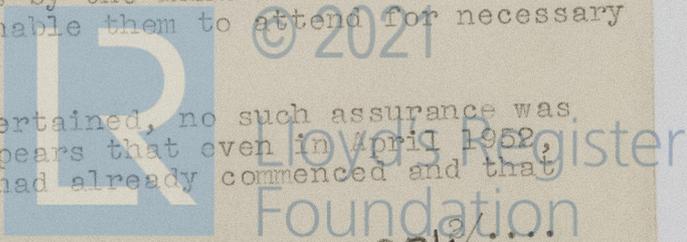
Unfortunately it became obvious that the Committee could not assign the * without making a complete breach of the Society's Rules. The Maltese Cross is a statement of fact implying that construction has been carried out in accordance with the Rules and under the supervision of the Society's Surveyors. In the present instance investigation showed clearly that when the first visit was made by one of our Engineer Surveyors the main machinery was already in the shops.

We have had lengthy correspondence with our Offices in Montreal and New York in order to ascertain how these circumstances arose.

to you
Mr. Riddell's letter/of the 3rd April, 1952, ~~xx~~
~~xxxxxxx~~ is only part of the correspondence which was exchanged at the time the question of classification was still under consideration. This is clear from your letter only two days later in which you stated "the writer expects to be in New York the latter part of next week when this business will be taken up with our Principals". In fact it was not until the following August that the definite request for the Society's survey was actually made. On the 7th April, 1952, whilst the discussions were still in hand, Mr. Riddell replied to your letter stating, inter alia, "I will be glad also to have your assurance that due notice will be given to our Surveyors by the Manufacturers of the machinery and components to enable them to attend for necessary tests or trials."

As far as can be ascertained, no such assurance was given and, in fact, it now appears that even in April 1952, manufacture of the machinery had already commenced and that

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in August, when the official Survey Request Form was signed, the principal parts had already been made.

These unfortunate circumstances give cause for nothing but regret and do not offer the Committee any opportunity to assign the Maltese Cross for the machinery without being guilty of a mis-statement of fact and a failure to observe the long-standing practice of this Society.

In conclusion, however, I would stress that the more important * i.e. that for the hull and installation of the engines, has been assigned and that the class #100A1 "Carrying petroleum in bulk" is now clearly recorded in the Register Book.

It would appear that a precisely similar situation has arisen in the case of the sister ship "ANDROS FORTUNE" which has now been granted the class of #100A1 "Carrying petroleum in bulk" with a machinery notation of LMC 8,54. without the *.

Yours faithfully,



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