

COPY

LLOYD'S REGISTER OF SHIPPING

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

Telegrams: Committee, London, Telex
Telex No.: 24305

Telephone: ROYal 9166

1st September, 1961.

Dear Sir,

Steamer "TORNAGALEONES"

I acknowledge the receipt of your letter of the 16th and have today read to the Committee the Owners' comments contained in their letter to you of 12th August.

In reply the Owners should be informed that it is not practicable to assign a notation of "Class withdrawn at Owners' request" for in the terms of the Rules such a decision is only reached "when the class of a ship, for which the Regulations as regards surveys on hull, equipment and machinery have been complied with, is withdrawn by the Committee in consequence of a request from the Owners, the notation "Class WITHDRAWN at Owners' request" (with date) will be made in the Supplement". In the present instance it cannot be said that all our requirements have received due compliance in that the following matters are outstanding:-

The damaged shell between frames 104/115, starboard side, required to be dealt with at the next drydocking within six months from October, 1960, as recommended in the Certificate issued at Talcahuano on 9th November, 1960.

The centre furnaces of the port and starboard boilers required to be renewed by the end of June, 1961, and all other furnaces examined and dealt with as necessary by the same date, the boiler pressure in the meantime not to exceed 170 lbs. per square inch. These recommendations regarding the furnaces were made at Buenos Aires last April and confirmed by you in May (Rpt. No. 4527).

As these matters have not received the necessary attention under the inspection of the Society's Surveyors the Committee feel they have no alternative, but to expunge the class owing to reported defects, and have accordingly taken this action.

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Steamer "TORNAGALEONES"

1st September, 1961.

For your own information I would remark that this decision has been taken primarily owing to the furnace defects and that if the Owners produce documentary evidence that the furnaces have been satisfactorily dealt with by another Classification Society, the Committee might be prepared to alter their decision.

There are other qualifications of class which do not seem to have ~~any~~ ^{much} bearing on the present decision, namely, the class was maintained subject to leaky bilge strake plating in way of frames 48 to 54 (starboard side) being specially examined and dealt with as necessary at the next drydocking; the main engine steam pipe extension piece being examined and dealt with by October, 1961, and the ballast pump sea injection valve being renewed at the next drydocking. A Special Survey became due in July and a General Examination for postponement has not been held.

Yours faithfully,

Clerk to the
Classification Committee.

R. A. Loraine, Esq.,
VALPARAISO.



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Foundation

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