

COPY

LLOYD'S REGISTER OF SHIPPING

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

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

Telephone: ROYal 9166

15th December, 1961.

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Dear Sirs,

Steamer "TORNAGALEONES"

The question of withdrawal from class of the above named ship has received very careful consideration of the Committee today in the light of your letters of the 16th November and 12th December which give a very clear picture of the position.

The Committee have asked me to say in reply that, while they are most anxious to be as helpful as practicable to such long established friends of this Society as the Owners of this vessel, they must have due regard to all readers of the Register Book and must see that when a vessel leaves our classification the position is clearly indicated in the Book in accordance with established custom.

As explained to you over the telephone, it is not practicable in the present instance to assign a notation of "Class withdrawn at Owners' request" for, in the terms of the Rules such a decision is only reached "when the class of a ship, for which the Regulations as regards surveys on hull, equipment and machinery have been complied with, is withdrawn by the Committee in consequence of a request from the Owners, the notation "Class WITHDRAWN at Owners' request" (with date) will be made in the Supplement".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 centre furnaces of the port and starboard boilers in the opinion of our Surveyors required renewal by June, 1961, which was later extended to August, 1961, all other furnaces required to be examined and dealt with as necessary by the same date, the boiler pressure in the meantime not to exceed 170 lb. per square inch. The reason for this recommendation was that

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although the furnaces had been previously fitted with stiffening rings they were found further distorted in April, 1961, and it is considered this indicated general weakness of the furnaces.

Another outstanding matter, although considered of less import, was that leakage in the bilge strake plating in way of frames 48 to 54 was only temporarily repaired afloat in October, 1960, since which time the ship has not been seen in drydock by our Surveyors.

At the time the ship's class was expunged the Surveyor at Valparaiso was asked to inform the Owners of the reasons and it is understood he has since done so. I shall, however, be much obliged if you will endeavour to reassure the Owners that the Committee's decision was taken with no desire to reflect on the good management of their fleet, particularly bearing in mind the difficulties with which they have been faced. The facts of course, are that when classification with this Society ceased there were certain defects requiring repair and the Committee's view was and still is that this should be reflected in any notation which is assigned.

In order to allay the Owners' anxiety as far as possible, the Committee have decided today to amend the wording previously recorded from "Class expunged - Reported defects" to "Class withdrawn - Reported defects"; and perhaps it would be as well to point out to the Owners that this notation will only appear in the Supplement to the current Register Book and will be changed in accordance with normal practice to "BC class withdrawn 9.61" in the reprint of the Register Book to be issued in July, 1962.

A copy of this communication is being sent to our Surveyor at Valparaiso, but it is concluded you will be writing to the Owners yourselves although if you consider there is anything more I can do it will be appreciated if you will kindly let me know.

Yours faithfully,

c.c.Vpo.

Messrs. Lyon, Lohr & Sly, Ltd.,
9, St. Helen's Place,
LONDON, E.C.3.

Clerk to the
Classification Committee

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