

AIR MAIL

TELEPHONE: 33 - 2364

AMS: SURVEYORS, BUENOS AIRES

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Calle 25 de Mayo 158,



RECEIVED
22 JUL 1953

BUENOS AIRES, 15th. July, 1953.-

communications to be addressed to
THE SURVEYORS

Dear Sir,

"PARANA" + "NORTE"

(ms. Bau 6-53 BS) R B.

I would refer to Buenos Aires Report N° 24512. Reviewing this case it may be well to recollect that in course of the Special Survey at New York 1951 the Owners Superintendent on his own act, supported latter by the state department of the merchant fleet, changed the classification to American Bureau, on account of the stated heavy handiness of our surveyors at N.Yk. whilst it was easier to deal with American Bureau Surveyors. Lloyd's Register surveyors continued the survey without the initiative, and subsequently the special survey date was assigned S.S. N.Yk. 9,51(Dr.).-

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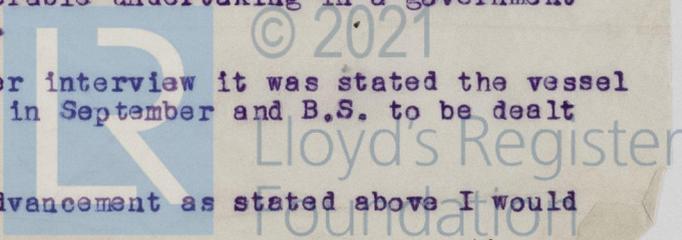
Prior to the next boiler survey the port boiler was submitted to American Bureau for survey Aug/Sept. In Nov./Dec. 1952 the vessel was at Mar del Plata when certain furnace deformations were noted in port and starboard boilers and dealt with sufficiently to enable vessel to return this port then further repairs were dealt with all as per attached copy of American Bureau report. Having knowledge of these conditions repeated request were made to Owners Superintendent as to our intervention but always we were faced with the official ruling that the vessel was A.B. and L.R. intervention did not apply. The total time the vessel was laid off for these repairs was Nov. 1952 till May 1953.

From October 1952 till even date I have been making every effort to overcome the impasse with the senior superintendent and Managing Director and have now to report that a ruling has just been made by the state department whereby the previous ruling of A.B. class has been rescinded and it has been decided to return to the L.R. class. This I may assure you is a considerable undertaking in a government department in this country.

Today at a further interview it was stated the vessel would be placed in drydock in September and B.S. to be dealt with at that time.

In view of the degree of advancement as stated above I would

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suggest that in this special case the survey of the boilers and repairs as per American Bureau should be considered acceptable meantime until the submission of the boilers for full survey in next two months. Whilst I appreciate the unsatisfactory points in this case I feel that the pressure from the A.B. class as introduced at New York 1951 has been weathered and that in course of next survey the A.B. class will be dropped.

It may be of interest to state that the same ruling regarding return to L.R. class also applies to "NORTE" which is stated will be drydocked in next three months.

Yours faithfully.

H Taylor

"The Secretary",
LONDON.



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