

Original letter with : Copy of ~~Extract~~ from letter received fromNAME

Surveyors,

ADDRESS

Buenos Aires.

Reference, if any : .....

Dated 20.8.52 Received 25.8.52 Answered .....

Vessel's Name : Motorships "BAHIA AGUIRRE", "BAHIA BUEN SUCESO"  
"BAHIA THETIS" and "PUNTA MEDANOS"

We refer to your letter "Classn.(S)" of the 29th May last, and the previous exchange of correspondence, having regard to which the Committee gave instructions for the class of the above named ships to be withdrawn from the Register Book and three dots (...) inserted in lieu thereof indicating withdrawal of Class at the Owners request.

On the evening of the 18th inst., three representatives of the Owners, from the Department of the General Direction of Naval Transports (which operate these auxiliary vessels of the Argentine Navy) consulted the undersigned regarding the reclassification of the vessels, and I think it well to report this discussion for your preliminary information.

There have been various changes in the Navy department, and one of the ~~the~~ three gentlemen who called at this Office is now in charge of the operating department. He attended for the Navy Department during the building at Italy of the "Le Marie", "Les Eclaireurs" and "Lapataja" has some understanding of the Society's Classification, and stated that he was desirous of the Classification of these three vessels (built Sept. 1951) being retained, and the other four vessels "Bahia Class and "Punta Medanos") being reclassified. Previously we had given him an approximate estimation of the Classification Survey fees per ship for a four yearly period.

Their immediate problem however concerned the "Bahia Thetis" and "Bahia Buen Suceso": Chartering negotiations are taking place between Lisbon and the Flota Mercante General Agents at Antwerp, - "Effe & Cia, 43 Longue Rue Nerve" and the Owners have apparently been informed that the negotiations to load a cargo is conditional upon the vessels having Classification Certificate.

The "Bahia Thetis" is now at Antwerp and may load at Havanah or New Orleans for Buenos Aires, and the "Bahia Buen Suceso" at

Helsinki, with a probability of loading at Antwerp or Lisbon for Buenos Aires, but at present both vessels awaiting orders and arrangements not yet definted.

As you know the classification of the "Bahia Class" vessels was brought to a head, because the Survey of the water tube donkey boilers were considerably overdue and the vessels had not been examined in dry dock since date of build by the Society's Surveyors.

The donkey boilers (50 lbs W.P.) are only used at intervals of approximately one year at the Naval Dock Yard at Bahia Blanca or Buenos Aires, and inspected by the Navy Department. It is within our knowledge that such has been the case, and "Bahia Buenx Suceso" was in dry dock at Buenos Aires from the 5th to 19th May 1952.

It is stated that the vessels have been dry docked at intervals of approximately one year at the Naval Dock Yard at Bahia Blanca or Buenos Aires, and inspected by the Navy Department. It is within our knowledge that such has been the case, and "Bahia Buen Suceso" was in dry dock at Buenos Aires from the 5th to 19th May 1952.

The Owners further stated that they would undertake to carry out the overdue Surveys of these two vessels upon return to Buenos Aires with a view to reclassification.

They were informed that in the circumstances, subject to the approval of the Committee, arrangements could be made for the Society's Surveyors to carry out a satisfactory general examination afloat at a convenient port before loading with a view to the issuance of a certificate for the loaded voyage, with a recommended notation of "Reclassification Contemplated" in the Register Book, subject to outstanding matters of Surveys being carried out upon arrival in the Argentine.

The Owners were asked to confirm in writing their intention to reclass these two vessels, state the date of the last dry docking, condition in which found, repairs(if any) carried out, also the time and place the general examination could be carried out and the contemplated voyage in each case.

At the time of writing we have not yet received this Official letter of confirmation.

We will advise you by cablegram (if necessary) of further developments, and will refer to this letter. At the same time we are air mailing a copy of this letter to the Principal Survey for Belgium for his information in view of the possibility of one vessel being surveyed at Antwerp.

NOTE. "Bahia Buen Suceso" the oil fired donkey boiler was surveyed at Buenos Aires 12,51. The undersigned generally sighted the bottom, rudder and fastening of this vessel whilst in dry dock May 1952, and all appeared to be in good order.