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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

3rd March, 1950.

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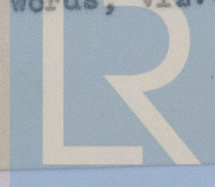
Dear Sirs,

Reverting to your letter of the 21st and my interim acknowledgment of the 23rd ultimo regarding the steamer "CYDONIA", I think it well to point out it is now found that the extract from Mr. Stocks' letter quoted in mine to you of the 20th ultimo was not strictly correct as the sub-headings 'port side' and 'starboard side' should have been reversed. Moreover, G.4 & 8 on the port side (previously incorrectly reported as starboard side) were in fact included on the comprehensive list of all damages prepared at Pembroke, so that the total not so reported is reduced to 36 plates.

Regarding the remarks contained in the third paragraph of your letter, it was made quite clear in mine of the 15th December last that the list of damaged plates prepared by the Hull Surveyors was compared with the list supplied by the Ship Repairers and should not be taken to read that the Surveyors had merely quoted from the Repairers' list. The Hull Surveyors confirm that their list was compiled from their own observations and was merely checked with the Repairers' list afterwards. You will notice in this connection that, in my letter of the 15th December, it was made clear that the Repairers' list contained an amount of minor detail which was not considered of sufficient importance for inclusion in the Surveyors' report.

Dealing with your complaint concerning "a method of survey which allows a Surveyor to list as damaged 38 undamaged plates without advising the Owners", I would point out that a Surveyor's official report is prepared for the information of the Committee and that the detail included by the Hull Surveyors in this instance would not have appeared on any certificate of class issued. In other words the detailing of the plates was done merely as a domestic help to Surveyors holding future surveys, and on any official certificate of class issued would have been included merely as an endorsement on the back of the certificate in the following words, viz:-

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Indents in bottom and side shell plating.
Stem and stem plating indented.

The Hull Surveyors state that, in fact, some of the plates were only scrubbed and as such could not be regarded as damaged, a point which is brought out by the Committee's subsequent decision to include them in Category B as an endorsement of class and not as a qualification of class, under the heading :-

ENDORSEMENTS

"The following items relating to the condition of this ship have been noted but do not affect the maintenance of classification."

In conclusion I would add that it is not usual for the Society's Surveyors to include long lists of indented plates but rather to refer to them under a general heading of say "stem and stem plating" or "bottom and side shell plating" adding their position in general terms of starboard side forward or port side aft as the case may be.

I think you will find that when we have prepared the lists for the vessels quoted by you in your last paragraph, the information contained therein will bear out this point.

Yours faithfully,

Clerk to the
Classification Committee

Messrs. The Stag Line, Ltd.,
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