

ENCLOSURE.

Your Ref: SD/AS.

15th December, 1949.

Dear Sirs,

8. With reference to your letter of the 28th ultimo addressed to the Society's Surveyors at Newcastle, and to subsequent correspondence between us regarding the steamer "CYDONIA", I beg to acquaint you that the Society's Surveyors at Hull in reply to enquiry state that the time of their inspection of the vessel in August last, the only additional indented plating to that already existing was in connection with the damage caused by collision with the steamer "CHARLES PARSONS", viz: G.10, 13; H 21, 22, 23, 24; K.20, starboard side.

With regard to the existing indented plating, the Surveyors found themselves in the same predicament as your Superintendent, viz, they could not identify the particular plates from the reports, for, presumably the reason that all Surveyors do not number the strakes in precisely the same way and these include plates noted at a number of surveys held at different ports since so far back as 1940.

A complete list was therefore made of the existing indented plating throughout the ship and was compiled with some care.

I enclose herewith an extract from their report which would stress that all this indented plating was placed in Category B, under which their repair was not made a subject of class, but was only noted on the back of the certificate for future reference as not affecting seaworthiness.

With regard to Mr. Dale's complaint that the plates cannot be identified with the original shell expansion, the Surveyors add that this is not surprising, for in the cases of old ships such as this one, which have had shell plating repaired and in which "stealers" have been introduced (e.g. in this case there are three stealers to one strake, for'd.), differences in the method of naming the strakes are bound to occur. This is the usual experience of Surveyors.

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So far as the port of Hull is concerned, they cannot understand your protest in the last paragraph of your letter of the 28th ultimo, because Mr. Dale's representative was in attendance at the time the damaged plating ("Charles Parsons") was being examined, and both he and the Underwriters' Surveyor were fully aware of and in agreement with the recommendations made by the Surveyor.

In addition, an independent report in much detail was prepared by the Repairers, in which every care was taken to provide for the identification of each plate in question. This report contained an amount of minor detail which was not considered of sufficient importance for inclusion in the Surveyor's report, but their list of existing indented plating agrees with and is contained in the Repairers' list, which was shown to the Surveyors in confidence.

It is understood your Representative was supplied with a copy of this list.

Meantime, all reports and correspondence in connection with this case is being sent to Mr. Stocks, the Society's Principal Surveyor to the Bristol Channel, with the request that as required, he will discuss the whole position with Mr. Law.

Yours faithfully,

Clerk to the  
Classification Committee.

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