



LLOYD'S REGISTER OF SHIPPING.

FONDÉ EN 1760. RÉORGANISÉ EN 1834.

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME
(ARRÊTÉ MINISTÉRIEL DU 5 SEPTEMBRE 1908).

8, RUE DE LA RÉPUBLIQUE,
MARSEILLE.

RECEIVED

8 MAY 1948

4th May, 1948.

NAMES: LLOYDREG.
ONE: COLBERT 3093.

Private and
Confidential.

S.

AND.....

Dear Sir,

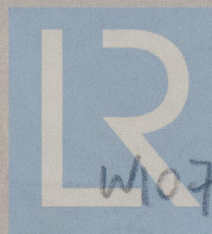
I beg to acknowledge receipt of your letter of the 28th ultimo, enclosing copies of letters from Messrs Menabb, Rougier & Co., respecting the steamer "VALENA".

The facts of this case, so far as the above letters are concerned, are as follows:-

On the 9th April, I attended on board the "VALENA" at the request of the Owners' Superintendent, to test the starboard oil fuel tank. On this occasion, the Owner produced at the request and in the presence of Messrs Budd's Representative, the following documents:-
Interim Certificate B, dated Genoa, 6th April, 1948,
Interim Certificate BI, dated Mgl, 17th November, 1947, (Boilers) and 6th October, 1947 (Machinery), also a provisional International Load Line Certificate assigned under the authority of the Egyptian Government, for one year and valid until the 19th April, 1948.

As requested by the Owner in the presence of the Charterers, I pointed out the outstanding items, as far as the Class was concerned, but declined to endorse the Load Line Certificate, giving the reasons why this could not be done. The Owner then stated that, if I had no objection, he would deal with this matter direct through his London Office, in view of the urgency of the case.

On the 10th April, the Superintendent phoned to let me know that, on his advice, the Owner had decided to complete the Boiler Survey, that the outstanding items would be ready for inspection the following day, and that the Repairers had already started dealing with defective tubes.



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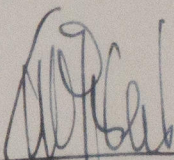
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On the 11th, when I attended on board to survey the boilers, the Owner explained that his London Office had approached Lloyd's Register and insisted on having the vessel examined with a view to the Load Line Certificate being endorsed. I again declined doing so. The Owner then produced a cablegram which was not in accordance with the Committee's cablegram addressed to me, the contents of which I did not disclose.

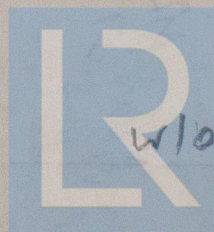
Until the vessel sailed, no further question were raised respecting the Load Line or Classification Certificates. A few days later, Messrs Budd's Representative called at this office, requesting a letter stating the date and time of readiness of the vessel. This I declined to do, pointing out that these matters were not the concern of this office.

I am, Dear Sir,
Yours faithfully.

R.J.Sladden, Esq.,
London.



Pierre FONDEVIA



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