

1

30 JUN 1930

Sent to Chief Surveyors

28.6.30.

Received from Chief Surveyors

Report

La

No. 4079.

VESSEL'S NAME

St. Th. & S. Pedrito

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24/5/22.)

Nature of Survey

Repairs

When due

Due 7.30.

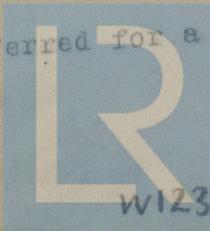
In February 1929 Lloyd's Agent, St. Thomas, V.I., Surveyors reported that the bottom plating had been drilled and found 3/16" and 4/16" in places (original thickness 5/16"), and it was pointed out to the Chief Surveyor for the United States and Canada that all bottom shell plates which were worn to less than 5/20" in thickness should be renewed.

The vessel was examined on a slipway in September 1929 when the Surveyors recommended that she be placed in dry dock in 6 months.

The vessel was again placed on a slipway in February, the shell plating drilled and the Surveyors recommended that 14 shell plates be renewed or partly renewed, all wasted rivets be renewed, leaking seams etc. caulked and shell plate B1 be further examined when the adjacent plate C1 is removed for renewal.

A letter from the Owners dated 14th March to Mr. French stated that from January 1st to the end of May or 15th June was their busiest season depending upon the grinding season when the "Pedrito" is kept continuously busy moving molasses.

Mr. French stated that as a result of a cable enquiry to Lloyd's Agent, he was informed that the Surveyors were of the opinion that the necessary repairs could be deferred for a period of four months without undue risk.



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Steel Twin S.S. "PEDRITO".

The case received the consideration of the Committee on the 25th March when action was deferred.

Mr. French now forwards a letter from the Owners stating:-

"We confirm our telephone conversation of this date directing your attention to the fact that the permission granted us for using the 'Pedrito' will terminate with the present month of June.

"As we explained to you to-day, we had hoped that all of the molasses at our shallow water Porto Recan terminals would have been moved by the end of June, but forces beyond our control rendered it impossible for us to carry out our plans.

"In the first place, some of the sugar mills in Porto Rico will not terminate their grinding season until late in the month of June. Hence the balance of their molasses will not be available for shipment until July.

"In the second place, the molasses market has suffered quite a slump, causing a big decrease in consumption. Our storage facilities in this country are full, and consequently, we have to store the surplus at our Porto Recan terminals.

"For the reasons aforementioned, we are reluctantly impelled to ask you to be good enough to permit us to continue using the barge 'Pedrito' in her present condition until about the end of next October."

Mr. French submits the matter for favourable consideration.

It is submitted action might be deferred.

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