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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

5th April, 1935.

Dear Sirs,

S.S. "OAKGROVE".

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I was duly favoured with your letter of the 29th ultimo, in reference to the case of this vessel, and have submitted the same for the further consideration of the General Committee, who had the case before them in the usual way at their previous Meeting.

As you appear to be under a misapprehension in the matter, I have to point out the actual facts of the case, as follow:-

The Third Special Survey No.1 became due at the end of January, 1934. The vessel came under survey at Immingham in July of that year, and the Society's Surveyor found that the plating of the collision bulkhead and the plating in the pocket bunkers were worn thin and wasted, but that repairs could be safely deferred until the Special Survey was completed. The Committee accordingly agreed to the postponement of the completion of the survey, on the understanding that it would be



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carried out within the year of grace, i.e. by the end of January, 1935.

When the vessel was visited by the Society's Surveyor at Middlesbrough for preliminary examination with a view to the completion of the Special Survey, he found that the whole of the steelwork was heavily coated with rust. On this being pointed out to your Superintendent, and the recommendation being made that the vessel should be chipped throughout, he stated that the matter would have to be referred to your goodselves.

No further information could be obtained by the Surveyor, although repeated inquiries were made, and it was finally ascertained that the vessel had sailed on the 13th March.

If you were dissatisfied with the recommendation of the Surveyor, the obvious course for you to adopt was to appeal to the Committee, who, in pursuance of the provisions of the Society's Rules (Section 23, page 5), would have directed a Special Survey to be held, and the case would then have been dealt with in accordance with the ascertained condition of the vessel.

The first intimation which the Society received, however, that you did not intend to complete the survey

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and to continue the class was that given in your letter of the 15th March addressed to the Society's Surveyors at Newcastle. At that date the vessel had already exceeded the year of grace, and having regard to this fact, and to the reported condition of the vessel, the Committee, when the case came before them, felt that they had no alternative but to give instructions for the classification to be expunged with a red line, indicating non-compliance with the Society's Rules.

Upon a review and careful reconsideration of the whole of the circumstances, including the representations contained in your letter of the 29th ultimo, the General Committee regret that, with every desire to meet your views as far as possible, they can see no reason which would justify them in departing from their previous decision in the matter; and they feel sure that upon further reflection you will agree that they have dealt with the case in as favourable a manner as possible under the Society's Rules.

With regard to your suggestion that the case should have been dealt with by the assignment of three dots, indicating withdrawal of class at Owners' request, I should explain that this notation is only appropriate

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in a case in which the Owners request the withdrawal from the Society's classification of a vessel upon which no survey is overdue, and/or no repairs are required. The notation in question is not a suitable record for a case like that of the "OAKGROVE", in which the Special Survey is overdue, and the condition of the vessel is reported to be such as to require repairs.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. David Alexander & Sons,
95, Bothwell Street,
GLASGOW, C.2.

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