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Lloyd's Register of Shipping,

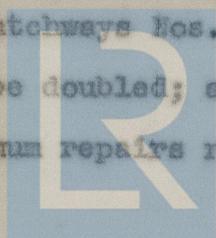
71, Fenchurch Street, E.C. 3.

15th August, 1935.

Dear Sirs,

With reference to Mr. Playmurt's letter of the 2nd July last from Hamburg, and to my reply of the 5th respecting your tanker "SOCONY", I beg to acquaint you that, as was at that time arranged, the vessel has been generally examined by the Society's Surveyor at Istanbul with a view to the continuance of her classification pending the completion of a replace tanker.

On the 12th instant a cablegram was received from the Istanbul Surveyor intimating that as the result of his examination he considered that immediate arrangements should be made for extensive repairs to the cargo tanks. He added that the longitudinal and transverse bulkheads with their vertical and horizontal stiffeners would require to be partially renewed; the upper deck plating and spar deck plating and beams to be partially renewed or doubled; the broad stringer shell and bracket connections to be partially renewed; the summer tanks expansion trunks and end bulkheads to be repaired; the trunk hatchways Nos. 1, 2, 3, 4 and 5 and vertical stiffeners to be doubled; and that in his opinion these were the minimum repairs requisite for the



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S. "SOCONY".

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desired extension of class.

After consultation with Mr. Plymfort at this office, a cablegram was sent to the Surveyor on the 14th instant asking whether in his opinion the requisite repairs could be postponed until the end of October next, when the year of grace allowed by the Society's Rules for the completion of the Second Special Survey No.1 would expire, but from his reply received this morning it appears that owing to the excessively corroded condition of the cargo tanks he is unable to recommend this proposal for the approval of the Committee. It is understood that your Representative at Istanbul is in agreement with the above recommendations.

I may say that the General Committee of this Society to whom the case was submitted at their meeting today, have given the matter careful consideration; and as it would appear that the vessel is to continue trading they much regret that they have had no alternative but to give instructions for her class to be expunged from the Register Book with a black line, as provided for in the Society's Rules in such cases, indicating that from reported defects she is no longer entitled to retain her character.

I am, Dear Sirs,

Yours faithfully,

The Standard Transportation Co.,
c/o Messrs. Vacuum Oil Co., Ltd.,
Marine Department,
Caxton House,

WESTMINSTER, S.W.1.

Chief Clerk to the
Classification Committee.

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