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*See correspondence with
care of S/S "Salto".*

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

19th January, 1921.

Dear Sir,

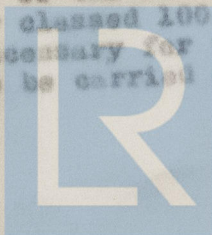
I have to acknowledge the receipt of your cablegram reading as follows :-

STRAHERS ANTIGAS COLONIA EX POLYNESIA MALDONADO
PAYHANNU RIGNECHO EX MERA RIVERA SALTO TREINTA Y TRES
VIJIT - Owners desire
WESYT - class
VERER - all
VAZER - above
STOP
SALTO
WILOR - What survey must be held for re-classification?
VIKVI - Owners suggest
TAJHA - provided boiler survey be held
VENAG - Do you approve?

As regards the case of the "SALTO", I may say that this vessel was built in 1907 and classed 100 A1 Spar deck and the 1st Special Survey No.3 was held in April 1919. In October 1920 the class was withdrawn and three dots (...) inserted, the boiler survey being then overdue and a letter having been received from the Owners intimating that all their vessels were classed with the British Corporation.

The 2nd Special Survey No.1 would not become due in this case until 1923 and in the circumstances, provided the boiler survey be now held; the hull and machinery be subjected to a general examination, found in good and efficient condition and be favourably reported upon by one of the Society's Surveyors, the case could receive the favourable consideration of the Committee with a view to reclassification in the Society's Register Book.

In the case of the steamer "RIG-NEGRO" ex "MERA", this vessel was originally classed 100 A1 and to entitle her to be reclassified it will be necessary for the requirements of the 2nd Special Survey No.2 to be carried out.



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steamer "THEINTA-Y-THO" was originally classed 100 A1 deck with freeboard and in this case the requirements of the survey No.3 should be carried out for reclassification.

Other vessels mentioned in your cablegram viz :- "ARTIGAS", ex "POLYNESIA", "MALDONADO", "PAYRANEN" and "RIVERA" have the Society's classification and there are no plans or plans of their scantlings in this Office. In order, therefore, for them eligible for the Society's classification, it will be for particulars of the scantlings of hull, machinery and to be obtained by actual measurement from the ships and to this Office on first entry report forms with a view to particulars being compared with the Society's requirements so may be ascertained what additions, if any, will be required for the vessels to the proposed classification.

At the same time I have to point out that the requirements of 48 of the Rules for vessels not built under survey should be followed.

I have to confirm the following telegram in reply which has been sent, viz :-

GALTO	- Vessel's name
WIKUP	- to entitle vessel to reclassification
TANVI	- hold complete boiler survey
VERBU	- also
VIVLY	- survey this vessel generally
VEREN	- as regards
WIMAM	- hull
KAARE	- machinery
STOP	
RIOWEGRO	- Vessel's name
SEBUJD	- hold 2nd S.S. No.2 for reclassification
THEINTAYTHO	- Vessel's name
SOIBT	- hold S.S. No.3 for reclassification
VALJO	-, sending full particulars by letter
VEVBE	- in regard
OTHER STEAMERS.	

An account has been debited with the cost of this telegram, £2. 1. 3.

I am, Dear Sir,
Yours faithfully,

Secretary.

Matheson, Esq.,

MONTRE VIDEO.

I think it well to add that as regards the proposed classification of these vessels which have not yet held the

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P.T.O.

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Society's class, there may possibly be plans of the hulls and/or boilers either on board or in the possession of the Owners' representatives, and I would suggest that you make enquiries accordingly. In the event of any such plans being available, they should be forwarded to this Office without delay, your first entry reports following in due course.



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