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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 :-

STEAMERS ARTIGAS COLONIA EX POLYNESIA MALDONADO
PAYBANDU RIGNECHO EX MERA RIVERA SALTO TRINTEA Y TRES
VIJIT - Owners desire
WESYT - class
VEBER - all
VAZER - above
STOP
SALTO - What survey must be held for re-classification?
WILOP - Owners suggest
VIKVI - provided boiler survey be held
TAJHA - Do you approve?
VENAC

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.5 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 In October 1920 the class was withdrawn and three dots (...)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-1-1888" was originally classed 100 Al 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", "POLYNEBIA", "MALDONADO", "PAYRANEU" and "RIVERA" have the Society's classification and there are no plans or orders of their scantlings in this Office. In order, therefore, for them eligible for the Society's classification, it will be necessary to obtain particulars of the scantlings of hull, machinery and to this Office on first entry report forms with a view to the same being compared with the Society's requirements so that any additions, if any, will be required to the vessels to the proposed classification.

At the same time I have to point out that the requirements of Rule 4 of the Rules for vessels not built under survey should be complied with.

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

SALTO	- Vessel's name
WIKNP	- to entitle vessel to reclassification
TANVI	- held complete boiler survey
VEBNU	- also
VIVLY	- survey this vessel generally
VEREN	- as regards
WIMAN	- hull
KAARG	- machinery
STOP	
RIONEGRO	- Vessel's name
SEBUJD	- held 2nd s.s. No.2 for reclassification
THEINTAYTRES	- Vessel's name
SOIBT	- held s.s. No.5 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 reclassification of these vessels which have not yet held the

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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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