



Please address  
all communications  
to this subject to  
the Principal Surveyor

The Principal Surveyor  
Lloyd's Register of Shipping  
17 Battery Place  
New York City, N. Y.

May 11th, 1942

Dear Sir: S. S. "VALIENTE" S. Fo. 8358

I regret that I do not appear to have received the correspondence regarding this case.

Circulating Water Low Suction

With reference to your letter of the 1st instant, I have to say that I did not recommend a circulating water low suction valve to be fitted, because the vessel had been built under the supervision of the Society's Surveyors, and, in my opinion, the position of the sea suction valve was quite normal.

The circumstances under which the damage occurred, i.e., insufficient ballasting at the end of a long voyage in very heavy weather are very unusual, and in my opinion would without doubt, justify a claim against underwriters.

It is possible, of course, that the same damage might occur again, and if the owners desire to guard against the possibility of its recurrence, this can only be done by fitting a suction from the bottom of the vessel by means of a tube passing through the double bottom tank.

This, of course, would require structural alteration in dry dock, and the committee is requested to note that I do not recommend it as a condition of classification.

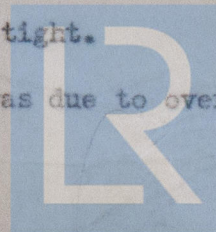
Condensed

With regard to the condenser, I have to say that this was tested in my presence with a head of water to the bridge deck and was found tight.

In my opinion, the leakage in the condenser was due to overheating and when the supply of circulating water failed,

this vessel so far as seen is in good and efficient condition and eligible in my

remain as classed with fresh record of survey 10-41 subject to the deep tank being



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So far as the renewal of the condenser tubes is concerned, this was found necessary because the tubes when drawn for cleaning were found worn and cut in way of support plate.

### Windlass Cylinder's

The new windlass cylinders were on board, having been supplied by the Owners, and opportunity was taken to fit same.

Trusting that this matter is now quite clear.

With reference to my Yours faithfully,

18th September last respecting the steamer "CHATELAIN" ex "VALLENTIN", I have to point out that no further information has been received from you in regard to this case. I shall be glad to hear from you on the matter as soon as possible.

JS:TA

*John M. Smith*  
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING

I take this opportunity to point out that the Screwshaft Harvy became due at the end of January last, and I shall be glad to learn whether you are able to obtain any information from the Owners' local Representatives as to the arrangements proposed to be made for the carrying out of this inspection.

I am, Dear Sir,  
Yours faithfully,

Clark to the  
Classification Committee.

William Bennett, Esq.,  
NEW YORK.



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is vessel so far as seen is in good and efficient condition and eligible in my opinion