

UNITED WITH THE BRITISH CORPORATION REGISTER

17 Battery Place,

New York 4, N. Y.

April 5, 1954

Please address
further communications
on this subject to
PRINCIPAL SURVEYOR

WRECK
SECTION

No.....

RECEIVED

9 - APR 1954

The Secretary

LONDON

Dear Sir:

"DARFIELD"

I wish to confirm the following cable messages which have passed between us regarding the above named vessel:

Rec'd:

"DARFIELD NOW AT LOSANGELES WITH EXTENSIVE BOTTOM
DAMAGE STOP LONDON MANAGERS DESIRE UNANIMOUS
AGREEMENT THEIR REPRESENTATIVE PILLATT WITH OUR
SURVEYOR AND UNITED STATES COASTGUARD AUTHORITY
FULL EXTENT REPAIRS REQUIRED ENABLE VESSEL PROCEED
UK IN TOW EITHER BALLAST OR LOADED STOP PLEASE
CABLE HERE SOONEST POSSIBLE AFTER"

Sent :

"DARFIELD REURCAB HAVE DISCUSSED CASE WITH
BLOOMFIELD UNDERSTAND OWNERS CONTEMPLATE FLYING
NAVAL ARCHITECT FROM NEWYORK TO INVESTIGATE
DAMAGED STRENGTH STOP IN VIEW IMPORTANCE CASE
CONSIDER IT DESIRABLE SENIOR SHIP SURVEYOR SHOULD
JOIN IN SURVEY AND HAVE ARRANGED KENNEDY ATTEND
IF INSTRUCTED STOP UNDERSTAND IF VESSEL TOWED
SOME OPERATING PERSONNEL WILL BE ABOARD CABLE REPLY"

Rec'd:

"DARFIELD REURCAB 31st CLASS HAS BEEN SUSPENDED BY
ASSIGNMENT NOTATION IN PORT DAMAGED ANY CERTIFICATE
CAN THEREFORE ONLY BE ISSUED AS UNCLASSED HULK STOP
FREEBOARD CERTIFICATE SHOULD BE RESPONSIBILITY U S
COASTGUARDS STOP KENNEDY SHOULD ONLY ATTEND IF SPECIALLY
DESIRED BY OWNERS WRITING"

For your information, we have been advised by the Owners' representative that the vessel has now been declared to be a constructive total loss and as such becomes the property of the

Lloyd's Register
Foundation

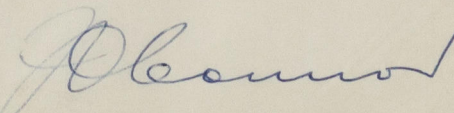
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underwriters. It is understood that the vessel is likely to be sold for scrapping in the Los Angeles area, so that the question of towage is unlikely to arise.

It is observed from your cablegram that the freeboard certificate should be the responsibility of the U.S. Coast Guard. In this respect we would point out that the assigning authority for U.S. Load Lines is the American Bureau as stated in Paragraph 4309 of the U.S. Load Line Regulations. We do not know of a single case in which the Coast Guard themselves has assigned a Load Line in a manner similar to that followed by the Ministry of Shipping. Therefore in the case of this vessel if the Society were unwilling to act with respect to the issue of a Load Line Certificate if one should be required, and the Owner approached the U.S. Coast Guard, the latter would almost certainly refer him to the American Bureau.

Therefore we trust that the statement in your cable does not rule out the possibility of the case being reconsidered in the event of a Load Line Certificate subsequently being required for the vessel.

Yours faithfully,



Secretary to the American Committee



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s/pl

Secretely to the American Committee

Yours respectfully,
L. C. Brown

unpresently being required for the vessel.
Reasoned in the event of a long line Certificate
cable goes not into the bona fide of the case per
therefore we think that the statement in your

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direction of towage is unlikely to arise, so that the
responsibility for scrubbing in the Los Angeles area is likely to
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