

# ORIZON SHIPPING COMPANY LIMITED

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ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY AND NOT TO INDIVIDUALS.

YOUR REF.

BY HAND

OUR REF. JPD/OB

16th March, 1967

Lloyd's Register of Shipping,  
71 Fenchurch Street,  
LONDON E.C.3.

For the attention of Mr. Hepburn

Dear Sirs,

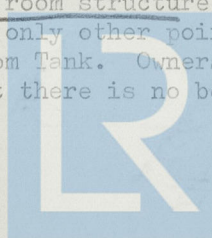
S/S "GALAXIAS"

We refer to our telephone conversation of yesterday afternoon when you informed us that your Technical Surveyors had advised against the issuing of a Seaworthiness Certificate for the above vessel to allow her to be towed from Vizakhapatnam to Japan with a cargo of manganese ore.

We most strongly appeal against this decision and request that this is placed before the Committee immediately with a view to having the decision reconsidered. We make this appeal on the basis that it is absolutely impossible for the Owners to discharge the cargo presently on board. The vessel has been lying at Vizakhapatnam for some ten months and we have explored every possible method of discharging the cargo but all to no avail. It is quite certain that there is no means whatsoever of discharging the cargo presently in the vessel at Vizakhapatnam.

We wish it to be made known that the vessel has already been sold for scrap with delivery Osaka, and that the cargo has been sold on the basis of delivery Fushiki. Furthermore, a Towage Contract has been entered into with Messrs. Wijsmuller, and it is anticipated that their tug will arrive at Vizakhapatnam to commence towing on the 23rd instant.

We understand that your local Surveyor has made certain recommendations regarding the engine room structure, which the Owners are prepared to comply with, and the only other point seems to be the examination of the No. 2 Double Bottom Tank. Owners and their Superintendent Engineer are of the opinion that there is no bottom damage to this



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It is submitted that provided N-2  
D.B. tank can be pumped out, verify that  
there is no bottom damage and that the  
stiffening in way of E.R. is fitted to drawings -  
satisfactory. a damage certificate could be issued  
HFB 16/3/77

Discussed with Mr. Dechenon.



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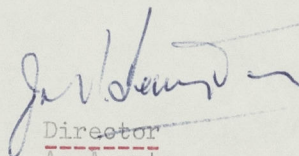
vessel and that the No. 2 Double Bottom Tank was in any case full prior to the alleged grounding en route from Calcutta.

If the Society refuse to grant the required Certificate, you can well imagine the catastrophic consequences for the Owners, as there will be no possibility whatsoever of moving the ship from her present position. This in itself is a juxtaposition, because the Port Authorities intend to place the vessel outside the harbour if removal does not take place in the shortest possible time.

Already they have granted several extensions based on appeals made on our behalf by the local Agents, but it is now certain that they will not permit the vessel to remain at her present position for very much longer.

Your urgent action on this will oblige, because we understand that the work required by your local Surveyor in the engine room will require several days to complete. This will just about coincide with the arrival of the tug, but any further delay will involve the Owners in paying £430 per day demurrage on the tug.

Yours faithfully,  
for: ORIZON SHIPPING COMPANY LIMITED

  
Director  
As Agents



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Clf

rhc

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