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Owners
Managers *Kamp's Schip & Handelsmaats*

(if not already recorded in Appendix)

TELEPHONE No. 25355 (3 lines)

TELEGRAMS -OYDREG- ROTTERDAM



Lloyd's Register of Shipping,

united with THE BRITISH CORPORATION REGISTER.

RECEIVED
22 NOV 1955

ROTTERDAM, 21st November, 1955.
Westersingel 106, P.O. Box 701

Classn. (S)

m.v. "NIGERIA"

Dear Sir,

I beg to acknowledge receipt of your cablegram of the 18th reading as follows :

"NIGERIA REURLET 5TH ROTTERDAM REPORT 40268 AND OUR TELEPHONE CONVERSATION TODAY COMMITTEE HAVE EXPUNGED CLASS ON ACCOUNT REPORTED DEFECTS STOP INFORM OWNERS."

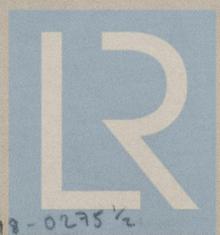
and beg to confirm the text of my today's cabled report :

"NIGERIA RB 21250 YOUR CABLE 18 NOVEMBER POSSIBLE MISUNDERSTANDING FROM ENGINE REPORT 40268 STOP TODAY ENQUIRED WITH REPAIRERS WHO STATE STILL UNDER REPAIRS AND NEW TAILSHAFT FITTED WITH BV ATTENDANCE STOP SHIP BEING CONVERTED INTO SHELTERDECKER STOP DURING OUR ATTENDANCE NOTHING DONE TO DETRIMENT OF SHIP THEREFORE SUBMIT FOR RECONSIDERATION IN LIGHT SUPPLEMENTARY INFORMATION DECISION RE BLACK LINE STOP ADMIT OWNER LACKING MANNERS BUT FORMALLY CASE LOOKS LIKE AT OWNERS REQUEST."

From your cablegram I realised that there might exist a misunderstanding, caused perhaps by Rotterdam Engine report No.40268 that spoke about the tailshaft being found cracked.

Of course, our Surveyors' reports could not go beyond the facts observed by them and the explanation of the withdrawal of L.R. class had to be given in my letter of the 5th instant.

This explanation should have come forward earlier and I apologize; I must have been under the impression that everything had been made clear in the reports.



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It is submitted the Classification of this ship to be withdrawn

My today's enquiry with the Repairers, Messrs. Wilton, made it clear that the tailshaft, rejected by our Surveyor, has been renewed, the Bureau Veritas Surveyors being in attendance after we stopped at Owners' verbal request.

The difference of opinion between Owners and us arose when Owners were contemplating to have the ship converted into a shelterdecker. A few of our amendments on the conversion plan remained not acceptable to the Owner, even after London Ship letter dated 8th June, 1955.

It was for these reasons Mr. Westers verbally intimated us that he no longer wanted to maintain the ship classed with British Corporation.

Nothing was planned or carried out to our or to Repairers' knowledge that would be to the detriment of the ship, its machinery or equipment under the class BS Coasting Trade.

Therefore, and apart from Mr. Westers' notorious lack of manners and querulous character, I beg to suggest the Classing Committee reconsider their decision in the light of the above information.

I am looking forward to your reply, for the information of the Owners.

Yours faithfully,

Alexander Hal

The Secretary,
LONDON.



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It is submitted the Classification of this ship to be withdrawn

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