



Please address
other communications
on this subject to
W. RENNIE
Surveyor

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

107 Cotton Exchange Building

GALVESTON, TEXAS

Cablegrams: *Register*,
Galveston

Telephone: SO 2-2832

November 10, 1960

Confidential

Chief Representative
and Principal Surveyor
NEW YORK

Dear Sir:

M/V "BALLA"

Kindly be advised concerning the change in classification from this Society to Norske Veritas, of the above named ship, which was dry docked last week end at this port for examination for possible damage by stated grounding at a foul berth in Mexico, also other repairs, Wear Tear, etc.

You will observe that the Special Survey D (ship 37 years old), including drilling, became due this month, and there are considerable conditions at present attached to the vessel's class.

Before the Ship arrived at the local Shipyard I had heard some rumors of a possible transfer of the class.

On the morning of the 7th inst., I had a cordial interview with Mr. Jan Recourt, of Mexico City, Marine Superintendent for Transportacion Maritima Mexicana S.A., whom I had previously met August last, during the recent survey of S.S. "CONSTITUCION" owned by the same company. Also now attending at the survey of the "BALLA" is the Norske Veritas Surveyor, and Messrs. Olsen and Richardson, Owners Consultants, all from New Orleans, Louisiana, and of Norwegian or Danish nationality.

Mr. Jan Recourt stated, that under an agreement dated August 1, 1960, the "Balla" was the second of four ships owned by "Th. Brovig" to be transferred to the Transportacion Maritima Mexican S.A., the transfer of the four ships at intervals to be completed (see below for particulars) by August 1961.

He further stated in effect that it had been decided by the prospective new owners and present owners, for their general convenience and conformity of practice to now transfer the class of the "BALLA" to the Norske Veritas to coincide with the class of the remaining three ships (V. class).

Mr. Recourt also mentioned that the General Manager of his company, Mr. E. Rojas, of Mexico City, when in New York last week, had

verbally intimated to you their intention to transfer the class of the "Balla". Their New York agents are Smith & Johnson, 11 Broadway, New York.

I informed Mr. Recourt that if a definite decision had been made concerning change of classification this should be officially confirmed by letter addressed to the New York or London Head office, who would only recognize the present owners of the ship, and not the prospective new owners. He promised to let me know promptly what action is being taken in the matter.

Last night he advised me that as a result of some long distance phone calls, "TH. BROVIG" would be writing officially direct to the London office.

In these circumstances I have NOT made any survey of the "BALLA". About three bottom shell plates damaged by grounding are being renewed, and other repairs and opening up carried out under the inspection of the V. Surveyor, with the work expected to be completed about the 18th inst.

The following four (4) ships now (or previously) owned by "Th. Brovig" are involved in the transfer to "Transportacion Maritima Mexicana S.A." ownership:

- 1950 (1) GEZINA BROVIG, now named "TOLUCA" (see my letter dated September 9, addressed to the Secretary, London, copy to New York)
- 1923 (2) BALLA (actual date of transfer not yet ascertained)
- 1938 (3) BERTHA BROVIG) at intervals before
- 1949 (4) BENNESTVET BROVIG) August 1961

Finally it should be added that when the S.S. "CONSTITUCION" was under my survey for Docking, T.S., etc. last August, the Norske Veritas Surveyor told me privately that the owners and their representatives had been discussing with him change of class (from L.R. to N.V.). Nevertheless I went ahead with the surveys and the accounts have been paid.

Mr. Jan Recourt told me this week that it was not their intention to change the class. However with the Special Survey becoming due in 1961, the possibility of the Norske Veritas moving in at the next dry docking should be borne in mind.

Yours faithfully,

W. Rennie

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dlw

S. ✓ This letter forwarded in duplicate for your convenience in advising London office.



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