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Iron Screw Steamer "BAKUIN", No. 35 in R.B. 1669 tons. Built at
Hartlepool in 1886-6 mo. Owners, European Petroleum Co. (1900) Ltd.

Port of Registry, London. Classed *100A1 *LMC 8,94
Carrying petroleum in bulk BS 11,99
Fitted for burning liquid fuel.
9,96
SS Ham.No.2-94

The S.S. No. 3 became due in June 1898.

In May 1899, the Owners stated that the vessel was trading on the West Coast of South America, between Talara and Payta, and they proposed to hold the survey at Callao within six months. They were informed in reply that provided the vessel were thoroughly examined within six months by a competent Surveyor appointed by Lloyd's Agent at Callao, and satisfactorily reported upon, the Committee would be prepared, under the circumstances, to agree to a postponement of the S.S. No. 3, on the understanding that it would be held within twelve months at a port where the Society had a Surveyor stationed.

A report from the Surveyor appointed by Lloyd's Agent at Callao was received in January 1900, stating that he had examined the vessel in dry dock, as far as practicable, both inside and outside, and found her in good condition. The cables had been ranged, and, together with the equipment generally, found complete and in good order. The decks and some fittings had also been repaired.

The case was before the Classing Committee in February 1900, and the vessel was allowed to remain classed, subject to the S.S. No. 3 being held before the end of May 1900.

The Owners stated in August, in reply to enquiry, that they intended to bring the vessel home to pass the survey. This proposal was considered by the Classing Committee, and the Owners were informed that action had been deferred to admit of arrangements



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being made for the Special Survey to be held without delay, but, in view of its being so long overdue, it must be held before the 31st. October, or the Committee would have no alternative than to expunge the vessel's class.

The Owners wrote in November stating that it had proved to be impossible to bring the vessel home to pass her survey in England, and they had therefore no alternative but to let her lose her class.

The case was considered by the Classing Committee on the 6th. November, and it was decided to refer it to the General Committee for their decision as to whether the class should be withdrawn from the Register Book and three dots (...) inserted, indicating withdrawal of class at Owners' request, or whether it should be expunged with a red line (11.00), indicating non-compliance with the Society's Rules.

The General Committee decided to defer action for six months, in the hope that the opportunity of carrying out the survey in question would occur before the expiration of that time, and the Owners were informed accordingly. The Owners, however, stated in reply that they did not see they could very well give the undertaking, as they had made their arrangements for the re-charter and insurance on the assumption that the vessel would lose her class.

The year of grace allowed by the Rules for completion of the S.S. No. 3 expired in June 1899.

The case was before the Classing Committee on the 7th. instant, and was referred by them to the General Committee.

It has been ascertained by verbal enquiry at the Office of the Owners, that the vessel has not been to Valparaiso and is not likely to go there.



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