

Sent to Chief Surveyors 3.9.95

Received from Chief Surveyors

VESSEL'S NAME *Comp. Bk. Leander*

Report *Cls.* No. 10300

For the CHIEF SURVEYOR and CHIEF ENGINEER SURVEYOR

It shall be the duty of the Chief Surveyor to submit to the Classing Committee, the endorsement to contain a succinct summary of any repairs that have been required and to show the nature or causes of such repairs, and also to bring out clearly any exceptional features in connection with the main so that the Classing Committee may have all the salient points presented to the endorsement. - Extract from Sub-Committee's Report, 24/9/95

Nature of Survey

When due

It is submitted that the Calcutta Surveyor should be informed, in reply to his letter of the 9th. July, that this vessel came under special periodical survey in September, 1890, when her decks were renewed, and she was re-metalled and otherwise partly repaired.

To complete the special survey, the whole of the inside of the vessel remained to be examined, including a few frames and floors which had been partially examined and found to be slightly wasted through galvanic action.

The Owners in July, 1891 requested the further examination and repair of the vessel should be postponed until her return from another voyage. They were informed that the requirements of the special survey should then be complied with, before the vessel sailed from Liverpool, the vessel being then ^{laid} up at that port, and they were asked for a definite undertaking that the repairs required would be carried out before the vessel was sold, or her character would be at once expunged from the Register Book. In the absence of any reply, the Classing Committee decided on the 8th. September, to expunge the vessel's class with a red line.

The following is an extract from the report (Cls. 10300) of the partial special periodical survey held ~~held~~ in September, 1890, and referred to above:-

"The sparring for about 50 feet below lower deck each side forward was removed, and the frames, reverse frames, &c. at these parts chipped and repainted. The cement was also cut out from 6 floor spaces under the main hatch for about 4 feet each side of middle line. The above work exposing a few frames forward slightly wasted at parts through galvanic action, and 4 floors and frames under the main hatchway found to be wasted at the watercourses" For completion of survey the whole of the inside, including parts in way of sparring forward, and floors and frames, &c. under main hatchway, referred to above, to be examined."

A copy of the approved midship section should be sent to the Surveyor for his information.

*Tr. to Calcutta
5/9/95,*

Copy of and sent



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Foundation