

COPY.

Lloyd's Register of Shipping,

High Close, Wiltshire Road,

Wokingham, Berks.

5th February, 1940.

Dear Sirs,

Reverting to your letter of the 17th ultimo and to the visit to your Office of one of the Society's Representatives on the 25th ultimo regarding the case of the steamer "ULMUS", I am directed to acquaint you, in reply to your general question, that the Surveyor is expected to confine himself to a personal inspection of the actual damage sustained and to making recommendations for the temporary or permanent repair of that damage. He is not required to extend the scope of his survey to ascertain if some other requirement of the Rules has or has not been complied with - to make, in effect, a modified survey for classification. He is to be satisfied that provided the repairs he has recommended be efficiently carried out, the vessel, so far as the damage and repairs are concerned, is in a fit state to undertake the voyage intended.

I think it well to add that, as pointed out by our Representative, the Board of Trade Notice M.140 is a recommendation only, and is not compulsory on the Owners or Masters of cargo ships.

I am, Dear Sirs,
Yours faithfully,

Secretary.

Messrs. Waltons & Co.,
Leadenhall House,
101, Leadenhall Street,
LONDON, E.C.3.



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Foundation

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