

S.S. "ULMUS"

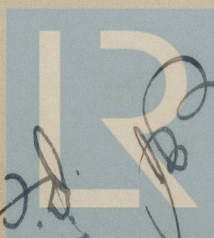
The sense of the letter received from Messrs. Waltons is embodied in the statement dated 18th instant, and takes the form of a question as to "whether one of your Surveyors in giving a Seaworthy Certificate would confine himself to whether the repairs recommended had been carried out properly and the vessel was in that respect fit to go to sea again, or whether it would be also his duty, or at all events, within his province, as a Surveyor, to refuse to give a certificate if the fire-fighting equipment was not efficient."

As the result of a personal interview with the writers it was learned that the vessel about which they were writing was the "ULMUS", which was burned in January, 1939. The Committee received a letter from Messrs. Vaughan & Roche, Solicitors, Cardiff, who were acting for the Owners and who desired to obtain a statement from Mr. Dewar Paton, who had issued an interim certificate at Algiers, in the sense of "amplifying" that document. They did not proceed with this request but a copy of the Surveyor's report was furnished to them at the usual charge.

Messrs. Waltons, of course, are aware of the objects of a damage survey and report, and the distinction which exists between it and a classification survey and report. For these occasions, when the services of officers of the Society are requested to undertake damage surveys and issue reports, the Committee have sent instructions to their staff relating to the manner in which these duties shall be carried out. Their general effect is that the Surveyors are to have regard to the whole of the special damage which they may find upon personal inspection, that it is to be distinguished from

whatever is clearly the effect of wear and tear or natural decay, and so on. When an interim certificate is issued the Surveyors are instructed that if they find a vessel to be in such a condition as in their opinion to be fit to carry dry and perishable cargoes and so to report her to the Committee, the words "dry and perishable cargoes" may be added in the space provided on the certificate form. Further, if upon survey of damage or supposed damage it be found that no important damage has been sustained, so that the sea-going efficiency of the vessel is not interfered with, the Surveyors are at liberty to add the phrase "Subject to permanent repairs being effected at the first convenient opportunity" or "Subject to the vessel being placed in dry dock for further examination at the first convenient opportunity".

The application of these instructions to the question put by Messrs. Waltons may be stated thus:- 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 ^{tend} ~~expand~~ 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.



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