

3m,7,40.

24 OCT 1941

Received by Chief Ship Surveyor.....

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VESSEL'S NAME..... SINGKEP..... Rpt. Sba 4410
L.A. No. 7813

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This Dutch vessel, built in 1922, was classed with the Bureau Veritas. The class is desired to be transferred to Lloyd's Register, and in the meantime it was agreed that a General Examination should be carried out with a view to the assignment of notations 100A1 (Class contemplated) and 'Examined (with date)' being assigned. ✓

The SOURABAYA Surveyor, who was informed, reports (6.41) the vessel placed in dry dock, bottom coated, the requirements of a 2nd S.S. No. 1 with a view to classification carried out and minor repairs effected. (In fact, the requirements of a S.S. No. 3 appear to have been complied with). ✓ //

It is stated it was not considered necessary to drill the shell plating. ✓ Neither any structural plans nor a First Entry report of particulars of the scantlings have been forwarded. Some repairs on account of collision damage and minor repairs due to heavy weather have been effected. //

The Lloyd's Agents, SAN JUAN, Surveyor reports (8.41) a defective pipe repaired. ✓

It is submitted that in accordance with the arrangements made, notations of 100A1 (Class contemplated) and 'Examined 6.41', valid for 12 months, be assigned.

Insert in S.B.L: 'Exd. 6.41' (12 months).

X
With reference to the Interim Certificate which has been issued, the Sourabaya Surveyor should be informed of the notations now assigned (as per Classing Letter 12th May last). For his future guidance he should be referred to the special instructions relating to classification of vessels not built under survey (page 31 of the Rules), from which he will note that to enable the vessel to be fully classed it will be necessary for structural plans of Midship Section etc., if available, to be forwarded, together with a First Entry report after the verification of scantlings. In view of the age of the vessel the requirements of a S.S. No. 3 require to be complied with, and as a matter of fact it appears that, in fact, this has now been done. He should confirm whether this is so. It should be pointed out to the Surveyor that he has omitted to include the damage repairs as per his Rpts. 10 in Rpt. 8.

Lloyd's Register
Foundation
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