

DISCLOSED
SECTION No. 184

Steamers "FRANCUNION V" and "FRANCUNION VI".

The class of the above vessels was withdrawn in December 1933 and September 1935 respectively.

"FRANCUNION V".

The 2nd.S.S.No. 2 became due in October 1932, and no part of the survey was held.

The class was subject to the tank top in engine room being repaired at the next Special Survey and the stern frame, repaired by electric welding 6,31, 3,32 and 2,33, being specially examined at the next dry docking.

Repairs were required to indented plating &c. on port side forward.

"FRANCUNION VI".

The 2nd.S.S.No.1 became due 8.34, and was partly held in December 1934 as follows:- Fore peak tank, fore deep tank, forward cofferdam cleaned, examined internally and tested; forecastle space, fore peak space, forward cargo hold and tween deck, chain locker, anchors and cables examined.

The class was subject to outer plates (E.W. repair) and laminated shell plate D.2 (starboard) being specially examined at the next dry docking. Permanent repairs were required to fractured deck plate in No. 3 cargo tank on starboard side.

A letter has now been received from the Owners stating that these vessels are presently at Algiers, and are employed as depot oil storage vessels only, being moored in harbour and making only occasional movements in harbour under their own steam. They desire to know what the minimum requirements would be to re-class the vessels, and also what later examinations and dry dockings would be required to maintain the class assigned to them. They add that as the vessels are employed in harbour only, the main machinery is only occasionally used for shifting short distances.

It is submitted the Owners might be informed that

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provided the "FRANCUNION V" be submitted to a ^{2nd} 3rd. S.S.No.3, and the 2nd.S.S.No.1 on the "FRANCUNION VI" be satisfactorily completed, the vessels would be eligible to have their class reinstated in the Register Book.

As it appears, however, that the vessels are now to be restricted to harbour service only, and the class to be assigned would be modified accordingly, the Committee would take this into consideration in the carrying out of the surveys, and the same standard of strength would not be required as for unrestricted service.

Subsequent periodical surveys would become due at 4, 8 and 12 years respectively from the date of the previous S.S.No.3.

They should also be informed that the Society has no rule regarding dry docking between Special Surveys, but when a vessel is placed in dry dock, the Surveyors are required to avail themselves of the opportunity to examine the bottom and the vessel generally.

In the event of the surveys being proceeded with it is submitted to the Surveyors to be instructed to join in the survey

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IT IS FURTHER SUBMITTED that so far as as the periodical surveys of the machinery are concerned this could be met by an Annual Survey of the Boilers and general examination of the machinery under standing and working conditions, plus an examination of any of those parts of the machinery which are from time to time opened up by the Owners for adjustment or overhaul.

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