

Chief Surveyors 13.3.28.

Received from Chief Surveyors 16 MAR 1928

EL'S NAME St. Trin L. Waterback

Report P.N.L.

No. 1331

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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 24/5/22.)

of Survey 2nd S.S. No. 1

When due 5.24.

s. B.S. due 4.25.

p. B.S. due 5.26.

S.S. due 4.26.

Repairs.

The 2nd S.S.No.1 became due 5.24.

The vessel was laid up in the Zambesi river and the usual undertaking was furnished by the Owners in June 1925.

The case, which is fully stated in endorsement dated 23.5.27 received the consideration of the Committee on the 27th May last when action was deferred for the present.

The Owners were informed in November that as the vessel appeared still to be laid up with no immediate prospect of being again placed in commission, the Committee did not see how they could agree to the class being retained indefinitely, but they would be willing to allow it to remain undisturbed until the next periodical survey became due in May 1928, provided a general examination be made and the steamer found in good condition.

It was further pointed out to the Owners that if the vessel was still laid up when the next survey became due it would be necessary for this inspection to be held at that time if it was desired to retain the classification.

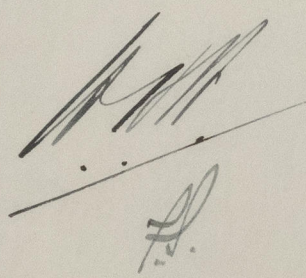
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
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The Owners stated in January that the vessel had been placed in the hands of brokers for sale and the Secretary of the Company now states there is ~~now~~ no alteration in the position.

The brokers in whose hands the vessel has been placed were informed of the conditions of the classification, but as any purchase will be made either in East Africa or India it is impossible for the Company to furnish any information for some time to come. In the circumstances he suggests that it might be preferable, from the Committee's point of view, if the class were expunged as he cannot see that there is any immediate prospect of the vessel being submitted to special survey.

It is submitted the class of the vessel be expunged from the Register Book with a red line (3.28) indicating non-compliance with the Society's Rules.




13. 3. 28.



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