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Sent to Chief Surveyors _____

Received from Chief Surveyors _____

26.7.27

VESSEL'S NAME Stl.Sc. "EVERMOR".

Report Kgn.

No. 354.

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, 24/5/92.)

Nature of Survey

3rd SS No 1 due 12.26. When due

(Part held on Arch. M.)

The class of this vessel is subject to indented bottom plating forward being dealt with at the Owners' convenience and to a bower anchor being supplied.

The San Francisco Surveyors reported in December last that the vessel had been placed in commission after having been laid up for 21 months. The steel and wood decks were considerably deteriorated and the Surveyors recommended that the 3rd S.S.No.1 due 12,26, be held after discharge of cargo.

The vessel was reported to have arrived at Ipswich in May last where she was laid up and the usual undertaking ^{was} ~~has been~~ furnished by the Owners' Agents who were informed on the 8th ultimo that the Committee would have no objection to the vessel being moved from Ipswich to a port in the U.K. or near Continent with a view to the special survey being carried out.

The vessel was subsequently sold to Captain Grauds of Riga whose representatives asked to be allowed to send the vessel in ballast from Ipswich to Libau in order to carry out the survey at that port, and this proposal was agreed to and the Riga Surveyor authorized to carry out the survey, but in view of the San Francisco Surveyors report he was informed it was considered he

Stl.Sc. "EVERMOR". 2.

should be joined in the survey by Mr. Bulow, the Principal Surveyor for Sweden.

The Riga Surveyor recently cabled that the Owners desired that Mr. Bulow should not join in carrying out the survey but he was informed in reply that the Committee were unable to agree to this proposal and a senior exclusive Surveyor must join in the survey.

Mr. Bulow now states he is in receipt of a letter from the Riga Surveyor informing him that the Owners have decided to transfer the classification of the vessel to another Society, probably the Bureau Veritas.

It is submitted the class of the vessel be expunged from the Register Book with a Black Line (), indicating reported defects.

[Handwritten signatures and initials]
26. 7. 27.



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