

S.S. "BIOGRAPHER"

Brief history of case

- 8.63 S.S. and C.S.M. due.
- 5.63 Owners request postponement of surveys till 8.64.
- 5.63 Owners informed proposal approved subject to a satisfactory General Examination, also that C.S.M. considerably behind and should be advanced and include L.P. turbine and Stbd. Outbd. aux. oil engine (which not seen since 6.56.)
- 7.63 Liverpool Committee approved postponement till 8.64 although little was done to advance the C.S.M. and the L.P. turbine and aux. engine were not seen.
- This was pointed out to the Liverpool Secretary who replied 8.63 that ship would be back for survey in 3 weeks when "every opportunity will be given to satisfy our requirements".
- 9.63 In reply to enquiry Liverpool stated ship under survey.
- 9.63. Liverpool report C.S.M. advanced but L.P. turbine and aux. engine still not seen.
- 12.63 Liverpool report C.S.M. advanced but L.P. turbine and aux. engine still not seen.
- 1.64 Ditto
- 4.64 Ditto
- 6.64 London Surveyors state Owners requesting further postponement of S.S. and C.S.M. till mid-September.
- 7.64 Committee asked for L.P. Turbine and the aux. oil engine to be seen before any further extension granted.
- 7.64 London report received. Turbine and oil engine not seen.
- 9.64 London Surveyors state ship fully discharged and Owners considering whether to carry out S.S. and C.S.M. or sell the ship.
- 9.64 Glasgow Surveyors telephoned that ship sold, transferred to Liberian flag and B.V. class.

Comment

It was realised some time ago that there were cases where Owners were not properly fulfilling the requirements of the Rules for the Continuous Survey of Machinery and, about 6 months ago, we instituted a system whereby the survey position is checked by Engine Reports every time a report of a docking survey is received. When is it found that a survey is behind or there are some parts which have not been seen for more than 4 years, Owners

are informed and asked to make arrangements for the parts in question to receive attention at an early date.

We believe that in this way we are doing all that is necessary to bring Continuous Surveys into line with Rule requirements.

This matter of behindhand C.S. was sometimes particularly troublesome when a ship had been sold and 3 months ago we issued an Instruction to Surveyors that when a ship comes under survey for change of ownership, they should at once seek from H.Q. details of the C.S. position and then endeavour to arrange with the sellers for the survey to be brought up to date as necessary.

It is not thought that requiring Owners to keep a record of the survey position on board, to be checked by the Surveyor every time he visits the ship, would produce the desired result since if an Owner does not do his surveys, the Surveyor will not go on board.

Furthermore, it has long been a requirement of the Rules for Refrigerating Installations that a surveys book should be kept on the ship but experience shows that on many occasions the book is not available to the Surveyor at the time of his survey because, for example, the man in whose charge it is kept is on leave or ashore.

We feel that the check we have instituted in this office will gradually put matters right.

8th October, 1964

last

W. Turnbull

I agree with Mr Sifers comments above. The routine procedure which has been adopted should improve the position.

It may well be however that cases will arise where the Classing Comm. should take strong action and deal with Class. The "Biographer" is such a case, in my view a bad one. There have been repeated requests and reminders to the Owners about the overdue machinery surveys.

HD 0176 2/2

OK. Many thanks
RMS 13/10/64

