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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

13th November, 1950.

Dear Sir,

We have been in correspondence with the Trieste Office for some time past in regard to the case of the Steamer "AUDAX", which was purchased by Italian Owners from Greece in the Spring of this year.

At the time of the sale, the Boiler Survey, partly held at Piraeus in April last, was incomplete, the outstanding items being the adjustment of the safety valves of all boilers and the examination of the oil fuel and fire extinguishing installations. In addition, however, there were important repairs to be done, namely:-

The top of the combustion chamber wrapper plates of the port and centre boilers, and the top of the combustion chamber wrapper plates of the port and starboard combustion chambers of the starboard boiler to be renewed, the back plates of the centre combustion chambers of all boilers and defective shell rivets in the port and centre boilers to be dealt with by the end of September, 1950, also one stay tube to be renewed in the port boiler.

As regards the hull, the Special Survey was not due until July, 1951, but the class was subject to:-

Permanent repairs to stem, indented shell plating, etc., (p. and s), shell plates G.10 and 11 from aft (s.s.) and to centre strake of inner bottom plating No. 1 hold by the next Special Survey, to a bower anchor and 45 fathoms of chain cable being supplied at the earliest opportunity, and to the hull columns being specially examined at the next Special Survey.

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Fitted shell plating and aft keel plating to be kept under observation at each drydocking.

In June last the Trieste Surveyors were requested to notify the new Owners of these outstanding items but apparently they had no knowledge of them at the time of purchase, although they promised to deal with them within the time limit approved. Subsequently he asked for deferment of the Boiler repairs until September, which was approved conditional upon an inspection of all boilers being made before the end of September and to an assurance being forthcoming from the Society's Surveyors that they were in efficient condition meantime.

At the expiration of the time limit, further enquiry was made of the Trieste Surveyors, who now state that they wrote to the Owners in July and September last without eliciting any response.

Upon the receipt of our further letter they once more negotiated with the Owners who now state that they have classed the ship with the Registro Italiano and no longer wish to maintain her class.

You will appreciate, of course, that the repairs recommended in this case are of such importance as might well warrant expunging the vessel's class with a black line for reported defects, if they were not carried out within the time stated, and having regard to the spirit of the Agreement with the Registro Italiano that they would maintain L.R. standard, I should be glad if you will make enquiries of the R.I. and let me know whether the outstanding repairs have, in fact, been complied with, in which case of course I have no doubt the Committee would be prepared to withdraw the class and insert three dots (...), in lieu.

Yours faithfully,

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Clerk to the Classification
Committee.

A.T. Griffith, Esq.,
GENOA.



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