

Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form of a separate statement of Placement of Anchors or Chances.

Steamer "AUDAX" ex "KORTHION".

Built: 1918 - 3mo.

Boiler Survey due 12,49, partly held at Piraeus in 4,50.
(Machinery Survey has since become due 6,50)

TO COMPLETE BS: The safety valves of all boilers to be adjusted and the oil fuel and fire extinguishing installations to be examined.

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.

The class is subject to permanent repairs to stem, indented shell plating, &c. (p & s), shell plates G.10 & 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 HP columns being specially examined at the next Special Survey.

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

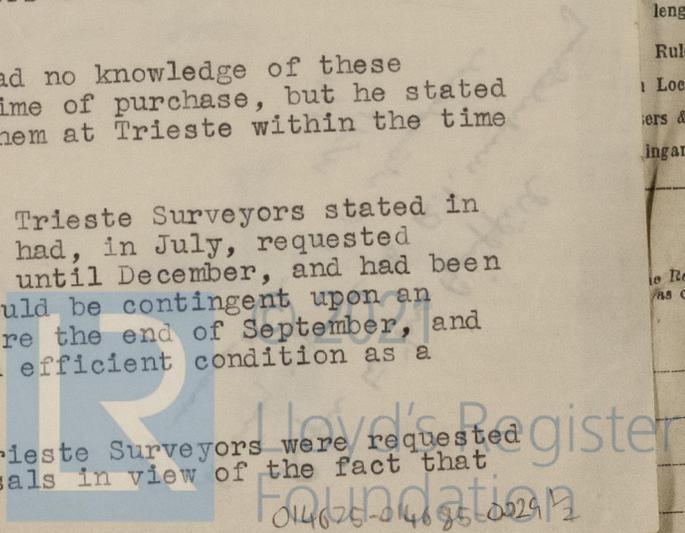
(Endorsement of Class (B): Indents in shell plating (p.s.))

On the 19th June, 1950, the Trieste Surveyors were requested to notify the new Owners of the outstanding items as above.

The new Owner apparently had no knowledge of these extensive requirements at the time of purchase, but he stated his intention of dealing with them at Trieste within the time limit approved.

On the 28th September, the Trieste Surveyors stated in reply to enquiry that the Owner had, in July, requested deferment of the boiler repairs until December, and had been informed that such deferment would be contingent upon an examination of all boilers before the end of September, and then only if they were found in efficient condition as a result of such inspection.

On the 5th October, the Trieste Surveyors were requested to ascertain the Owners' proposals in view of the fact that



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Dear Sir,

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the time limit for the repairs to the boilers had expired at the end of September.

On the 17th October, the Surveyors replied as follows:

"In reply to your letter of the 5th instant, we may say that we wrote to the Owners in July and September last without eliciting any response. On receipt of your letter we again wrote, and have now received a communication from them in which they state that they have now classed the vessel with the Registro Italiano and no longer wish to maintain our class."

*It is submitted the vessel's class
be expunged from the Register Book &
a blank line inserted in lieu.*

*L.Y.
10/11/50.*

[Signature]
9th November, 1950.

IT IS SUBMITTED the vessel's class be omitted from the Register Book.



Lloyd's Register
Foundation

[Signature]
10.11.50

0025 1/2

Other Item

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(S)

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