

er causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Red for oil

GRAFICO: "REGISTER"

Rpt. 8.

TELEFONO: 44-20

Lloyd's Register of Shipping,

Via Mazzini No. 9

Trieste, 17th October 1950



RECEIVED

21 OCT 1950

ANSD.....

Dear Sir,

S.S. "AUDAX"

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. They end their letter by requesting to be furnished with copies of reports on the last Special Survey, docking survey and screw shaft survey. This information is, no doubt, intended to facilitate classification with the R.I. and the absence of any request for reports as to the condition of the boilers is to be noted.

Whilst submitting their request to your attention we have meanwhile pointed out to the Owners that such information is usually granted in the terms of the accord only for vessels having or intended to have dual classification.

Yours faithfully

John M. Lee
2021

The Secretary
London



Lloyd's Register
Foundation

014675-014685-2030

Damage or Repair Fee (if any) £ : :

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Received by me

Principles of Navigation

2011 Edition

Order Reference No. 1234567

RECEIVED

31 OCT 2015

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Lloyd's Register Foundation

"LADY" S.S.



The vessel was damaged by collision with the steamer "LADY" on 15th October 1915.

On 15th October 1915 the vessel was damaged by collision with the steamer "LADY" on 15th October 1915.

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