

to Chief Surveyors

VESSEL'S NAME

11.7.95

Received from Chief Surveyors

Lt John Rander Report Fal No. 3000

For the CHIEF 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.)

ture of Survey

S.S. No 2

When due

10.9.94
B.S. 9.94
when

The S.S.No.2 became due in October, 1894.

On the 30th. November ¹⁸⁹⁴ the case received consideration, and the Owners were informed that the examination held in November 1893, on the bottom of the vessel in dry dock might be taken as part of the S.S.No.2, and that the Rules admit of the survey being carried out in parts, provided it be completed before the end of October, 1895.

The vessel was again examined in dry dock at Falmouth in April last; the after end of the flat keel was found to be wasted, and it was recommended that a shoe plate be fitted; but owing to lack of time this could not be done. It was arranged, however, that the keel plate should be again examined and repaired on the vessel's return to the U.K. in October next, when the S.S.No.2 will also be held, and this was approved on the 11th. April last.

The London Surveyors now report that the Owners Representative states that it is intended to place this vessel in dry dock, for examination of keel plate, and S.S.No.2, before she again proceeds to sea.

This proposal is submitted for the favourable consideration of the Committee, and in the meantime, the class might be allowed to remain undisturbed.

A. R. J.
12.7.95

C. H. J.

A. M. J.



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