

Sent to Chief Surveyors

8.10.95

Received from Chief Surveyors

VESSEL'S NAME

Sta. S.S. "Narciso Escalofen" Report Sm. No. 55831 \*

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.)

Nature of Survey

Damage &amp; S.S. No. 1

When due 10.93

Class expunged with Red line

The S.S.No.1 became due in October, 1893.

In August, 1894 the vessel was stated in "Lloyd's Index" to have taken fire at Havana, and to have been filled with water to extinguish the fire.

The case was before the Committee on the 21st. September, 1894, and the Owners were written to and asked for particulars of the damage, and to state what arrangements they proposed making to have the repairs effected under the survey of one of the Society's Surveyors, and were reminded at the same time that the S.S.No.1 had become due in October, 1893.

The Owners stated in reply that they were anxious to comply with all the requirements of this Society, and proposed to pay the expenses of the New Orleans Surveyor to proceed to Havana, or that Lloyd's Agent at Havana should be requested to appoint some capable person to make the necessary examination and report.

They were informed in reply that in view of the fact that the year of grace expired in October, 1894, it would be necessary for one of the Society's Surveyors to carry out the special survey, including the inspection of the damage repairs, in order that the vessel might retain her class in the Register Book; and that although Mr. Turley, the Society's non-exclusive Surveyor at New Orleans, is not directed in his movements by the Committee, it was considered they might arrange with him for the carrying out of the S.S.No.1, and inspection of damage repairs. The New Orleans Surveyor was also informed to this effect.

The Owners communicated with the New Orleans Surveyor as proposed, and he replied that it was impossible for him to visit Havana



as requested, but he forwarded a copy of the requirements of the Special Survey, including machinery, and stated that the survey could be performed by any competent or reliable person whom they chose to employ; <sup>and</sup> a copy of all the papers relating to the matter properly attested before a notary would warrant him in recommending the Committee to continue the vessel's class. >

The New Orleans Surveyor was informed that his conduct in this instance was most irregular and unsatisfactory, and he was requested to be more careful in future, and also to state how the case then stood.

The Surveyor in reply expressed his regret, and subsequently forwarded a letter from the Owners dated 2nd. April last, in which they stated that in view of the thorough way in which the repairs had been effected, and by quite capable parties, they considered that the requirements of this Society had been complied with. The docking had been unavoidably deferred, but would receive attention as soon as possible. +

The Owners were again informed on the 26th. June that the survey must be completed and the damage repairs inspected by one of the Society's Surveyors without delay, to entitle the vessel to retain her character in the Register Book, as otherwise the Committee would be unable to allow the vessel to retain her class.

No further communication was received from the Owners although a reply in course of post was requested.

The case received the consideration of the Committee on the 17th. September last, and was referred to the General Committee, who at their meeting on the 19th. September, decided to expunge the vessel's class from the Register Book with a red line, indicating that the class had been expunged for non-compliance with the Society's Rules.

A letter has now been received from the Owners, dated 21st. September, in which they state they have at last the pleasure to hand



hand the accompanying official survey of the vessel by the Official Naval Expert of the port under the direction of the Naval Authorities. The survey would have been held long ago, had not Mr. T. Brito, who held the chief post in the port for these functions, and who was commissioned to make the survey, having become incapacitated through illness. Additional delay also arose from the difficulty of getting the use of a slip or dock. They hope the report of the Surveyor will prove satisfactory in all respects, as the tug is in such good condition.

From the report it appears that the vessel has been carefully examined on a slipway, and the exterior of the hull stated to be in good condition. The interior of the vessel, including the bunkers is also stated to have been carefully examined, and all parts found in good condition. The damage caused by fire appears to have been confined to the galley, companion way to saloon, pantry and bath room, and is stated to have been satisfactorily repaired.

The case is submitted for the consideration of the Committee.

*It is submitted that, with the exception of the sea-connections, no survey has been held on the machinery*

*C. H. J.  
14/10/95*

*J. S.  
14.10.95.*



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