

Sent to Chief Surveyors 13 9 95

Received from Chief Surveyors

VESSEL'S NAME

S. S. *Luz*

Karcaso Deulofeu

Report

Lon

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

ss No. 1

When due

10.9.93 etc.

This vessel was reported in August, 1894 to have been filled with water in order to extinguish fire.

The case received the consideration of the Committee on the 21st. September last, when it was decided that the Owners should be written to and asked for particulars of the damage, and what arrangements they proposed making to have the repairs effected under survey of one of the Society's Surveyors, a printed list being forwarded to them: and they were reminded that the S.S. No. 1 became due in October, 1893.

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

In reply they were informed that in view of the fact that the year of grace expired in October, 1894, it would be necessary for a Surveyor to this Society 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 is 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 Habana as requested, but he forwarded a copy of the requirements of the Special Survey, including machinery, and stated that "these requirements can be performed or supervised by any competent or reliable person whom you choose to employ. A copy of all papers in relation to these matters, properly attested to before a Notary will warrant my recommending the Committee of Lloyd's Register to continue the vessel's class, 100A1".

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.

In reply he stated that he regretted acting as he did, but that, as no further correspondence in relation to the vessel had been received, he presumed the Owners had abandoned the idea of re-classing her. Should, however, any correspondence come to hand, he promised to forward it forthwith. This he did with the Owners' letter of the 2nd. April, in which they state that in view of the thorough way in which the repairs have been attended to, and by quite capable parties, they consider that the just expectations of this Society have been satisfied, and add "unfortunately for us we have been delayed in sending off the papers, owing to ^(officer being ill at the time) Mr. Brito being so very ill of a heart disease, which has attacked him since the work was done, it has been impossible to complete the docking. He is improving and as soon as possible all shall be concluded".

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

Although

Although a reply in course of post was requested
no further communication has been received.

It is submitted that in view of the fact of the
year of grace having expired so long ago as October, 1894, the Owners
should be informed that unless the Survey in question be completed
forthwith, the Committee will have no option but to expunge the vessel's
character ^{from} ~~in~~ the Register Book with a red line, indicating that the
class has been expunged for non-compliance with the Society's Rules;
and they should be requested to state what steps they purpose
taking in the matter.

H.S.
16.9.95.

C.H.J.
16/9/95

E.J.M.
14/9/95



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Foundation