

COPY.

M.

20th. November, 1895.

Dear Sirs,

I duly received your letter of the 14th. instant, respecting the case of your Steamer "JOHN PENNER", and may say that the matter has been receiving very careful attention.

With reference to your remarks respecting the docking and repairs effected to the vessel in November, 1893, I am directed to inform you that Mr. Truscott, in whose district the vessel was lying, states as follows, viz :-

"This vessel was seen by me in dry dock on three occasions, viz :- 10th., 11th. and 27th. November, 1893.

"I examined the bottom outside, when rubbing pieces were being fitted on the landing edges of plating forward. The vessel was not then due for any survey whatever, and the S.S. No. 2 would not become due until October, 1894.

"The vessel having been examined in dry dock at Cadiz by an exclusive Surveyor to this Society, only two months previous to my survey, it did not appear to be necessary for me to examine any part of the vessel other than the bottom, where I saw that some repairs were being effected, which I took note of.

"Had I been informed that any work was being carried out in

COPY

"the bunkers, or other parts of the vessel, I should certainly have inspected the same, but I received no intimation whatever that any work or repairs were in progress in the interior of the vessel. At the times of my visits to the vessel, there was no evidence as far as I was aware, of any other work being carried out than that connected with the propeller shaft, for which purpose the vessel was placed in "dry dock".

In reply to your remarks respecting the survey recently held on the vessel by Mr. Keene, that gentleman reports as follows, viz :-

"I beg respectfully to state that with regard to the inspection of the bunkers of this vessel, it was pointed out to Mr. Beckwith (the Assistant Superintendent of the East. Tel. Co.) on Oct. 25th. last by Mr. Cooper and myself that, in order to pass the 2nd. Special Survey No. 2, the bunkers should be cleared and the ceiling lifted, and the bunkers cleaned and coated where necessary. We were then informed that it was proposed to repair some of the ceiling which was defective by fitting sheet iron plates over the defective parts, and we again pointed out that we could not pass the bunkers, until they had been properly examined, and to suit their convenience, part of the coal might be taken out and the other moved, and the bunkers examined in sections, it being observed that the quantity of coal then in the bunkers rendered it impossible to lift any of the ceiling, or to examine the sides of the vessel".

"No coal was, however, removed, and the ceiling having been repaired as proposed above, more coal was put in the bunkers. Before this coal was put in, I again called Mr. Beckwith's attention to the

© 2021

Lloyd's Register
Foundation

0360²/₄

"fact of the bunkers not being passed, and on Nov. 11th., I wrote to the
"Eastern Telegraph Co. requesting the coal to be removed".

With regard to your enquiry as to what work still remains to be done, Mr. Keene reports that "the only portion of the survey now done is the partial examination of the fore hold, viz :- the examination of the sides from the tween decks down to the close ceiling on both sides as far aft as the after side of No. 2 cable tank, and the examination of the bilges and cement on the bottom on the starboard side as far aft as the after side of No. 2 cable tank".

Therefore to complete the special survey on the hull, the following remains to be done, viz :-

The vessel to be placed in dry dock for the examination of the outside plating and rudder, as per my letter of the 12th. July last; the holds (with the exception of that portion of the fore hold now done, as stated above) and peaks to be cleared for examination, and cleaned and coated where necessary, and at least three strakes of ceiling all fore and aft in the holds and bunkers at each side to be lifted for the examination of the bilges and cement. The ceiling to be also lifted at other parts of the vessel where considered necessary. The ballast tanks to be cleared and examined inside, ceiling on same lifted, and the tanks tested as required by the Rules. The Engine & Boiler space to be cleaned and examined : the windlass to be examined as per rules : the chain cables to be ranged for inspection : all mast wedges to be removed, and the masts, spars and general equipment examined : the decks to be cleared and examined : the steam steering engine, and its connections, to be examined, and any

repairs found necessary in consequence of this examination, to be effected. The pumps, watertight doors and sluice valves to be examined.

As regards the machinery, the main and Donkey Boiler safety valves require to be adjusted under steam : the propeller shaft (if deemed necessary by the Surveyor) propeller, stern bush, sea connection and fastenings to be examined.

I am, Dear Sirs,

Yours faithfully,

Messrs. The Eastern Telegraph Co., Ltd., Secretary.

Winchester House,

Old Broad Street,

E.C.



© 2021

Lloyd's Register
Foundation

0360 4/4