

Sent to Chief Surveyors

15/2/96

Received from Chief Surveyors

VESSEL'S NAME

Iron Ship "Indian Empire"

Report Casualty No. Case

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 (21/5/92.)

Nature of Survey

When done

This vessel arrived at Callao on the 2nd. November last, partially dismasted, and with other damage, after having been on her beam ends for 20 days.

The repairs were estimated about £6000, and to occupy about six months.

On the 8th. ult. Messrs. Duncan & Co. the late Owners wrote stating that they had sold the ship as she lay, to Mr. Thos. Shute of Callao.

On the 10th. ult. the Committee ^{decided} to make a record of "Partially dismasted" ^{11,95"} and to expunge her class in the usual way.

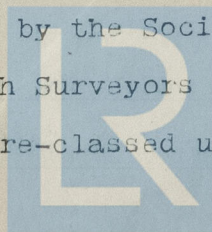
The Official Owner appears to be Miss E. Shute of Liverpool who states in reply to enquiry that she intends to have the vessel repaired at Callao, and to retain her class in Lloyd's Register. She adds that new masts, spars, rigging, &c. are being made at Liverpool by Messrs. Clover, Clayton & Co., to the requirements of the Rules.

The S.S. No. 1 became due at the end of April last.

The Society has no Surveyor at Callao. Under similar circumstances in two previous cases viz. "Lock Eck", also at Callao, and the "Cambrian Chieftain" at Coquimbo, the Committee decided, in each case, that Lloyd's Agents might be requested by the Owners to appoint a reliable nautical ^{men} ~~man~~ to see that the rigging was put into perfect order to render the vessel eligible for re-instatement of class, subject to an examination being made by the Society's Surveyors on the vessel's arrival at a port where such Surveyors are stationed. In both instances, the vessels were re-classed upon the receipt of

satisfactory

*two
per subscription*



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satisfactory reports from independent Surveyors appointed as decided by the Committee, subject to the condition above mentioned.

It is submitted that a similar course might be pursued in the present case; and the Owner informed accordingly. The S.S.No.1 due 4,95 might under the circumstances be deferred.

The Liverpool Surveyors should be advised that new masts, spars, rigging &c. are being made by Messrs. Clover, Clayton & Co. of their port, and should be requested to give due attention to the construction of the same, and to report on their completion for the information of the Committee.

C. A. J. *J. H. T.*
15/2/96.



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