

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSELS NAME

" S A L U T A . "

REPORT

NFL

No. 3656

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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.)

This tanker is 45 years old, and became due for a drilling survey in 11,46.

A Special Survey (C) was held in 8,46 and a Special Survey (D) therefore became due 8,50.

In 1950 the Scottish Committee gave approval, after a General Examination held at Glasgow, for the Special Survey to be postponed until 2,51, it being understood from the Owners that it was their intention to take her to S.Georgia for use as a depot ship there.

In January 1951, however, application was received from the Owners for extension of the Loadline Certificate for a further six months, as their intentions regarding the vessel had changed, and they were now proposing to bring her back to the U.K./or Continent for a thorough examination, after which they would decide by 31st August whether to submit her for Special Survey or to scrap her.

This request was approved by the Committee subject to a satisfactory General Examination being held in S.Georgia.

In 6,51 the vessel came under survey at Liverpool for extension of Loadline Certificate until 31.8,51 as the extension carried out by Lloyd's Agents in S.Georgia was not acceptable to the Authorities in this country.

In reply to enquiry regarding the Special Survey, the Owners stated in October that the vessel was laid up in Labrador acting as a base ship for their Whaling Station, and that they did not wish to carry out a Special Survey, but wanted to tow her at the close of the present whaling season, to a discharge port. After discharge it was their intention to sell the vessel for scrap. They were accordingly informed on 12.10.51 that her Class would have to be dealt with when she returned to this country.

The NEWFOUNDLAND Surveyor reports 9,51 the vessel examined afloat after grounding and sufficient temporary repairs effected to torn and fractured bottom shell plating etc. to enable the vessel to be towed to a U.K. port.

The Surveyor recommends permanent repairs on completion of present voyage.

The vessel is not yet reported under survey in the U.K., but in the circumstances IT IS SUBMITTED ACTION be DEFERRED pending further information on arrival at a U.K. port from present voyage.

Rev L.H. Rd Lizard for
Brid 24/10/51 in tow

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