

3 - MAR 1933

Chief Surveyors 27. 2. 33

Received from Chief Surveyors \_\_\_\_\_

EL'S NAME Steel ss. "Irma Schindler" Report Phl. No. 6165

**For the CHIEF SHIP 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, 24/5/32.)

Class of Survey 3<sup>rd</sup> S.S. No. 1 When due 4. 31

Repairs.

BS due 8. 30

Reported laid up in November 1930.

IS due 4. 30

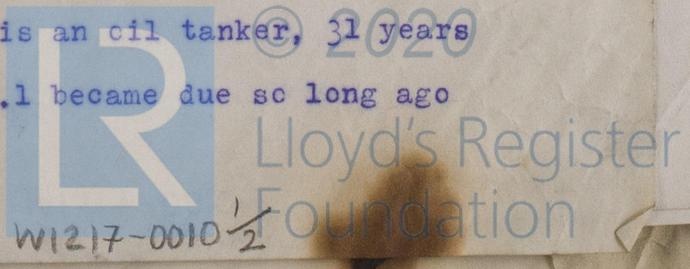
The class of this vessel is subject to permanent repairs on account of leakage in the bottom on port side of No. 4 tank.

In November 1931 the Hamburg Surveyors were informed that the Owners' proposal for the vessel to proceed to Italy could not be agreed to unless a complete boiler survey, inspection of screwshaft and all necessary repairs were carried out before the vessel left Hamburg.

The vessel is still laid up, and in reply to enquiry the Hamburg Surveyors state that she is at present being used as a storage depot at Harburg, and they forward a letter received from the Owners in which they state that it is most unlikely that they will take steps to place the vessel in a condition for making voyages as a cargo carrier using the main propelling machinery on board, and it would appear that it is their intention to retain her as a storage ship.

Repairs have been effected to the vessel to equip her for her present employment, but these were not carried out under the supervision of the Society's Surveyors.

In view of the fact that this is an oil tanker, 31 years old, and of the fact that the 3rd S.S.No. 1 became due so long ago



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as 4,31, and bearing in mind the statement now made by the Owners, it is a matter for consideration whether her class should be retained in the Register Book.

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