

Rpt. 8.

(Received at London Office)

No. 4079

## REPORT of SURVEY for REPAIRS, &amp;c.

DECLASSIFIED  
BY No. 1031

5m.5.29.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

24 MAR 1930

VESSEL'S NAME Steel Twin Sc. "PEDRITO". Rpt. L.A. No. 4079

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, 24/5/32.)

Nature of Survey

In February 1929 Lloyd's Agent, St. Thomas, V.I., Surveyors reported that the bottom plating had been drilled and found  $3/16"$  and  $4/16"$  in places (original thickness  $5/16"$ ), and it was pointed out to the Chief Surveyor for the United States and Canada that all bottom shell plates which were worn to less than  $5/20"$  in thickness should be renewed.

In September last Lloyd's Agent, St. Thomas, V.I., Surveyors reported the vessel had been placed on a slipway and the condition of the under water portions were found to be no worse than at the examination in February.

The Surveyors recommended that the vessel be placed in dry dock in six months.

Lloyd's Agent, St. Thomas, V.I., Surveyors now report (28.2.30) the vessel examined on a slipway and the shell plating further examined and drilled.

The Surveyors recommend that 14 shell plates be renewed or partly renewed, all wasted rivets be renewed, leaking seams etc caulked and shell plate B1 be further examined when the adjacent plate C1 is removed for renewal.

Lloyd's Agent stated on the 4th instant that various small repair work was being proceeded with.

A letter from the Owners to Mr. French states that "our busiest season is from January 1st to the end of May or 15th June, depending

P.T.O.

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COPY.

Lloyd's Register of Shipping

71, Fenchurch Street, E.C. 3.

28th March, 1930.

I duly received your letter of the 14th instant

enclosing a report received from Lloyd's Agent at St. Thomas, V.I., relative to a survey recently held in dry dock on the vessel "PEDRITO". The report states that the bottom plating had been drilled and found  $3/16"$  and  $4/16"$  in places (original thickness  $5/16"$ ), and it was pointed out to the Chief Surveyor for the United States and Canada that all bottom shell plates which were worn to less than  $5/20"$  in thickness should be renewed.

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I am, Dear Sir,

Yours faithfully,

The Secretary.

James French, Esq.,

NEW YORK.

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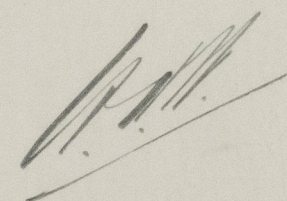
## Steel Twin Sc. "PEDRITO".

"upon duration of the grinding season in Porto Rico and, during this period, the barge PEDRITO is kept busy continuously, moving molasses from one terminal to another, and also making deliveries to tank vessels, in order to avoid risk of losing molasses due to overflow of storage tanks.

"In appreciation of our position, as expressed above, you were kind enough to promise to cable your Porto Rican Agent to authorise us to continue using the barge PEDRITO until the end of the crop, when we will give the necessary attention to the matter of repairs".

Mr. French states that as a result of a cable enquiry to Lloyd's Agent, he is informed that the Surveyors are of the opinion that the necessary repairs could be deferred for a period of four months without undue risk and submits the case for favourable consideration of the Committee.

It is submitted action be deferred.



WMA.  
24.3.30.

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