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Sent to Chief Surveyors *19 JUL 1933* Received from Chief Surveyors *19 JUL 1933*  
 VESSEL'S NAME *Stul ss "Presto"* Report *Ham.* No. *20532*

**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.)

2<sup>nd</sup> No. *2* SURVEY PARTLY HELD.

When due *11.30* When proposed to be completed *(Held on machinery)*

Portion of Survey held, &c.

*Repairs re*  
 [Note: According to *Lloyd's Index*, this vessel left *Boulogne* *6.7.33* and arrived *Cardiff* *9.7.33*]

The 2nd S.S.No.2, due 11,30, has been partly held and to complete same the following requirements remain :- The coating of the holds and tank top in way to be completed, Nos. 2 & 4 double bottom tanks to be examined internally, 15 fathoms of chain cable to be repaired and repairs in fore peak, engine room tank and starboard lower bunker to be carried out.

The shell plating requires to be drilled (vessel 26 years old) and a proposal to carry out same at the next dry docking within six months from September 1932 was agreed to.

The vessel was laid up under undertaking, but in 10,32 the Committee agreed to allow her to proceed to Danzig to load a cargo of coke for Italy, on the definite understanding that the remaining requirements of the special survey (except the drilling as above) were carried out on arrival there and before she loaded another cargo. In 11,32, however, the Committee received a request from the Owner that the vessel might undertake a voyage from the Black Sea to U.K., and this was agreed to provided the survey were completed without fail on the conclusion of that voyage.

In 1,33 it was understood that the outstanding matters would be dealt with at Catania, and the Naples Surveyor was

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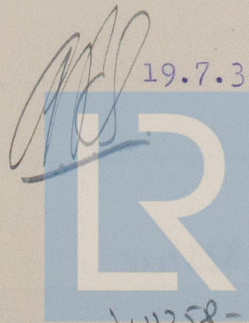
authorised to complete the Special Survey. The Owner subsequently stated that he was unable to hold the survey there, and the Committee agreed to allow the matter to remain over until after discharge of cargo in the U.K., it being pointed out that no further postponement would be granted. In April, in reply to enquiry as to when the vessel would arrive in the U.K., the Owner stated that she was still at Nicolaieff awaiting cargo, and the Committee deferred action. It was later ascertained that the vessel was to discharge at Boulogne, and the Surveyor there was authorised to complete the survey, being joined by the Dunkirk Surveyor. The vessel arrived at Boulogne on 28.6.33, but the Owner informed the Surveyor that she would not stay there long enough for the survey to be held, and that the work would be effected at Rotterdam. The Rotterdam Surveyors were advised, but nothing was done at that port. The vessel proceeded to Cardiff, and the Surveyors at that port now state that nothing was done there towards the completion of the Special Survey, and that the vessel has sailed for Genoa.

The year of grace expired in 11.31, and in view of this it is submitted the Owner be informed that if it is desired to retain the class, it will be necessary for the Special Survey to be completed without delay, and he should state definitely when and at what port this will be done.

The Certificate of Classification to be endorsed "Cargo Battens not Fitted" and the same notation to be printed in the Register Book.

Plating to be drilled when vessel is dry docked for completion of Special survey.

19.7.33



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Lloyd's Register  
Foundation

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