

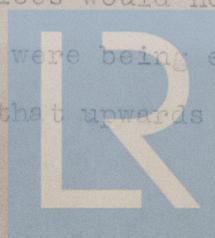
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Steel Screw Ketch "DAVID OGILVIE": No.08325 in Register Book.
 276 tons gross. Built: 1917 - 6. Port: London.
Owners: Jenkerson & Jones. Manager: T. Jenkerson.
Classed: 100A1 7,31 ELMC.8,29
 Stm.Trawler BS.5,33
 S.S.No.3-8,29 TS.12,30 CL.

The Boiler Survey which became due on this vessel in February last was partly held by the Society's Surveyor at Milford Haven in May, when he reported that there were a considerable number of screw stays at the backs of the combustion chambers found wasted, which he recommended to be renewed. The Surveyor advised the Owner by letter, and in reply the latter stated that his own Engineer was of opinion that the stays were good for at least another three or four months. He pointed out that when he received the Surveyor's recommendation the vessel was ready for sea and that he could not alter his arrangements, but that the renewal of the stays would be attended to in due course.

Full particulars of the position of the wasted stays were furnished by the Surveyor, and on the matter being carefully looked into in this Office, it was found that although the stays were much wasted they were originally considerably larger than required by the Rules, and in the circumstances the Committee agreed to continue the class, subject to the wasted stays being renewed before the end of September, 1933.

On the 24th July the Milford Haven Surveyor reported that the vessel had been stopped with Boiler trouble, and on offering his services to the Manager a letter was handed to him stating that his services would not be required while the repairs to the boiler were being executed. The Surveyor added that he understood that upwards of 40 screw stays were being dealt with.



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S.T. "DAVID OGILVIE".

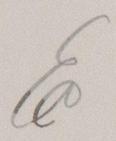
On the 26th July the Surveyor again wrote that he had been informed that the vessel was being taken out of class.

It was pointed^{out}/to the Surveyor in a letter which was addressed to him on the 28th ultimo that the Society's Rules require all repairs effected to a vessel classed with Lloyd's Register to be carried out under the inspection of the Society's Surveyors, and he was requested to inform the Manager of this requirement and to ascertain what steps he proposed taking in the matter.

On the 14th instant the Owner, who had been away for some weeks, wrote that he had just returned to business and that he had withdrawn the vessel from classification as she had been classed with the British Corporation Register, certificates for which he now held.

The case was reported to the Classing Committee on Tuesday, 22nd instant, when they decided to give instructions for the vessel's class to be expunged from the Register Book with a Red Line (8,33), indicating non-compliance with the Society's Rules.

It may be mentioned that the Owners of this vessel have recently withdrawn from the Society's classification three of their other trawlers, which have been transferred to the British Corporation. They own, in all, 18 vessels, ten of which are still classed with Lloyd's Register.


24th August, 1933.



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