

Steel Screw Steamer "STYLIANOS COUTSODONTIS"; No.85639 in R.B.  
3076 tons gross. Built: 1905 - 8 mo. Port: Syra.

Owners: A.S. & A.G.Coutsodontis.

<u>Classed:</u>	100A1	LMC 4,28
	Spar deck with freeboard	BS 9,30
	12,30	TS 5,32 CL
	s.s.Shl. No.3-3,19	
	s.s.Syr.No.2-28	

The Second Special Survey No.3, which became due on this vessel in March 1931, was partly held at Hamburg in April/May 1932, when the Classing Committee agreed to the vessel loading a coal cargo either at a Continental or United Kingdom port for the Mediterranean, it being understood that on the vessel's arrival at Piraeus the Special Survey would be completed without fail.

On this voyage the vessel stranded at Europa Point, *at Gibraltar* was subsequently refloated and dry docked with 4,000 tons of cargo on board.

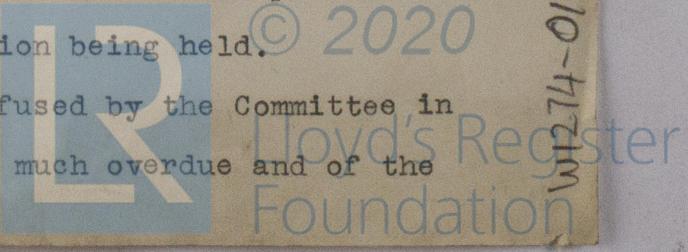
Temporary repairs were effected under the survey of the Society's Surveyor at Gibraltar and the vessel left in July 1932 for Salonika to discharge where she has since been laid up.

In these circumstances the usual undertaking was obtained from the Owner.

In November 1933 a proposal for the vessel to proceed from Salonika to Italy in ballast to be broken up was agreed to by the Committee, provided she was generally examined in accordance with Circular No.1605, but this examination was not held.

In September the Owners' Agents, Messrs. Michalinos & Co. wrote stating that the Owners desired to know if the Committee would agree to the vessel proceeding in light condition, while retaining her class and as she now is, from Salonika to Italy to be broken up. Failing this, whether the Society's Surveyors at Piraeus could issue a certificate to proceed as above, but without another examination being held.

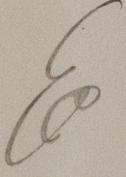
This application was refused by the Committee in view of the Special Survey being so much overdue and of the



extensive repairs recommended by the Society's Surveyor at Gibraltar in July 1932, and Messrs. Michalinos & Co. were informed that if the vessel left Salonika without survey the Committee would have to deal with the vessel's class.

A cablegram was received from the Surveyors on the 2nd instant stating that the vessel was reported to have left Salonika for Laurium and that no survey had been held.

The Classing Committee had the case before them on Friday, the 2nd instant, when in all the circumstances they decided, in view of the damage repairs outstanding, to give instructions for the vessel's class to be expunged from the Society's Register Book with a Black Line ( 11,34 ) indicating that from reported defects the vessel is no longer eligible to retain her class, and the Owners' Representatives in this City have been advised accordingly.



8th November, 1934.



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Foundation

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