

4.

Steel Screw Steamer "OAKGROVE"; No.82221 in Register Book;
1985 tons; Built 1906 - 1 mo.; Port of Registry - Glasgow;

Owners: Grove Line (Glasgow) Ld.

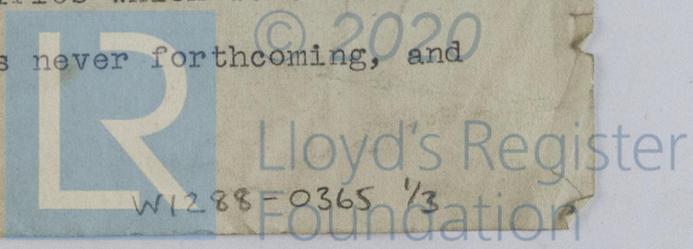
Managers: David Alexander & Sons

<u>Classed:</u>	100A1 6.33	LMC 1.30
	s.s.2nd No.3-1.30	BS 2.34
	Cargo battens not fitted.	TS 6.33 (CL)

The Third Special Survey No.1 became due on this vessel in January 1934, and was partly held at Immingham in July last, when the steamer was surveyed in drydock and a general examination held, with a view to the postponement of the remainder of the survey until some time within the year of grace.

At that time, the Grimsby Surveyors stated that the collision bulkhead plating and plating in the pocket bunkers was worn thin and wasted, but that repairs could be safely deferred until the Special Survey was completed. The Classing Committee accordingly agreed to the postponement of the completion of this survey, on the understanding that it would be carried out within the year of grace, i.e. by the end of January 1935.

The steamer came under the survey of the Middlesbrough Surveyors at the end of January last, when an examination was made afloat. The Surveyors found all material heavily coated with rust, and recommended that the vessel should be chipped throughout for further examination. On being informed to this effect, the Owners' Superintendent stated he would have to refer the matter to his Principals and would inform the Surveyors as soon as a decision was arrived at; but despite several enquiries which were made later by the Surveyors this information was never forthcoming, and



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write on or
Special Damage
(per Sec.)

the vessel remained afloat at Smith's Dock until the 12th March, when she sailed for the Tyne without any word either from the Owners or their Superintendent, a certificate having been granted by the British Corporation.

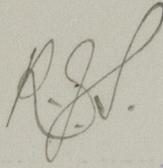
In a letter dated 15th March, the Owners informed the Society's Surveyors at Newcastle that the class of this vessel had been transferred to the British Corporation, and that this Society's inspection was not required.

The Classing Committee had the circumstances before them on Tuesday, 26th ultimo, when they decided to give instructions for the class to be expunged with a red line (3.3s), indicating non-compliance with the Society's Rules, and this decision was confirmed by the General Committee on the 28th ultimo.

The Owners, Messrs. David Alexander & Sons, of Glasgow, were apprised of this decision, and in a reply dated 29th ultimo they take exception thereto. They point out that the Middlesbrough Surveyors' recommendation for scaling throughout before making any further recommendations was a severity they did not anticipate, and after careful consideration they decided not to maintain her classification with this Society. In the interim, however, the year of grace had expired on the 31st January, and they consider that they are being heavily penalised by having a red line, instead of three dots. They add they consider it very unfair that owing to a mistake in procedure by not informing the Committee of their decision in January they have incurred such a reflection on the seaworthiness of the ship as is implied by a red line, and ask that the case might be reconsidered for the assignment of three dots, which they assume would have been the method of dealing with the vessel's class had they come to a decision immediately after the Middlesbrough Surveyors' examination.

~~The case was resubmitted to the Classing Committee at their meeting on Tuesday, 2nd instant, and it was decided,~~

~~in view of the decision of the General Committee of the 28th
ultimo, again to refer the matter to them for their
consideration.~~



4th April, 1935.



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