

S.S. "SOCONY".

Owners: Standard Transportation Company.
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The Second Special Survey No.1 became due in October, 1934, and no part of the survey has been held. The Owners wished to take advantage of the year of grace and in December last they were informed that the Committee could only agree to this proposal provided a satisfactory general examination was held at an early date.

From correspondence which took place with the Owners it appeared that they were not prepared to effect any repairs and as instructions had been given to sell the vessel for demolition subsequently, the Owners asked whether the vessel's class could be extended until the 1st May, 1936, when they expected to have their new 6500 ton tanker delivered, which had been ordered from the Bremer Vulkan Co. They were informed that provided a modified special survey were held and sufficient repairs effected to enable the class to be continued, their application would receive favourable consideration.

The vessel came under the survey of the Society's Surveyor at Istanbul on the 7/10th of this month with a view to reporting on the vessel's condition, and the Surveyor cabled that his examination revealed that immediate arrangements must be made for extensive repairs, which he detailed. His report has now come to hand, together with a letter confirming his cablegram, in which he states:-

"In my opinion this vessel is so much structurally weakened by excessive corrosion in way of all cargo tanks that the Owners' proposal to postpone the repairs until the end of October cannot be accepted.

"Exceptionally heavy weather can be experienced in the Black Sea during the month of October, and the examination carried out shows that it would be, in my opinion, taking a great risk to attempt to delay the



"necessary repairs any longer.

"Mr. Jansens, the superintendent, has forwarded a drilling sheet to his London Office by Air which were taken last December, and since then the vessel has deteriorated, in his opinion, very rapidly.

"I beg to point out that the longitudinal and transverse bulkheads of Nos. 2, 3 and 4 port and starboard cargo tanks are in such a corroded condition, that the tanks are common, practically the full depth, which renders the trimming of the vessel a very difficult proposition.

"It was noticed that the upper deck plating at the after end of No.3 cargo hatch was very thin and buckled, giving every indication that the vessel was working at that part.

"Mr. Jansens and I concurred that the vessel required stiffening, both longitudinally and transversally, and it was with this object that the list of repairs was forwarded to enable classification to be extended until May 1936, and as heavy weather is bound to be experienced before the end of October, the decision at present taken, in my opinion, is justified."

The case was under the consideration of the General Committee at their meeting last Thursday, when instructions were given for the vessel's class to be expunged with a Black Line.

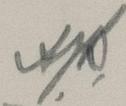


22nd August, 1935.

General Committee,

Thursday, 22nd August, 1935.

Read



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Lloyd's Register
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22500-41621M