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Sent to Chief Surveyors

Received from Chief Surveyors

14 DEC 1935

VESSEL'S NAME

"S OUTHLAND"

Report

Ddn.

No.1550

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, 24/5/92.)

Nature of Survey

When due

The 1st S.S.No.1 became due 5,31, and no part of the Survey was held.

The vessel being laid up the usual undertaking was furnished.

At a drydocking in November, 1934, it was observed that corrosion was taking place, especially in E and F strakes port and starboard, along the water line and under the counter, and this requires to be kept under observation.

The 1st S.S.No.2 became due 5,35.

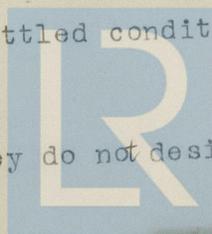
When the case received consideration in July last, the vessel was still laid up indefinitely, the Committee required the S.S.No.2 to be carried out to permit of the vessel's class being maintained.

In reply to enquiry by cablegram, the Dunedin Surveyor was informed in August that to enable the vessel to proceed from Port Chalmers to Shanghai, the requirements of a S.S.No.3 on the hull and machinery should be complied with, before she proceeded to sea, but if proceeding in tow, on the hull.

The attached letter has now been received indicating that the sale of the vessel to a Chinese firm in Shanghai was contemplated, but owing to the unsettled conditions there, this has not materialised.

In the circumstances they do not desire to retain

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"SOUTHLAND"

the vessel's class.

It is submitted the vessel's class be expunged from the Register Book with a Red Line (~~—~~) indicating non-compliance with the Society's Rules.

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14.12.37



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