

(5m.11.8.)

1.

to Chief Surveyors

Received from Chief Surveyors

SEL'S NAME

Report

No.

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.)

re of Survey

When due

The caulking of this Wood Schooner has not been examined by the Society's Surveyors since 1901.

The Half Time Survey is due this year.

The matter of the caulking has been allowed to be postponed at the request of the Owner from time to time.

The vessel was visited at Par last month by the Falmouth Surveyor who tested the caulking, as far as practicable, and recommended that the bottom should be recaulked on the vessel's arrival at Bristol.

The case was before the Committee on the 15th November and the Owner was requested to make definite arrangements for this to be done. The Bristol Surveyor was informed accordingly and requested to give the case the necessary attention. He was at the same time requested to report after examining the vessel, whether in his opinion a proposal of the Owner to defer the Half Time Survey until February or March next might be agreed to by the Committee.

The Owner stated in reply that he could not see his way clear to put the vessel on a gridiron at Bristol, as it was not a suitable place and the wages were too high, beside which he would not think of caulking the bottom until he caulked the vessel all over in February or March, as it would only be throwing money away.

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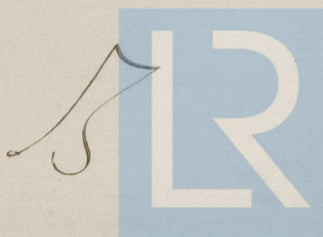
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The case receives the consideration of the Committee again on the 26th November and the Owner was informed that if the vessel were to retain her class in the Society's Register Book, arrangements must be made for the caulking to be submitted for examination without fail before she left Bristol, and unless this were done the Committee would have no option but to expunge the vessel's class from the Register Book, and he was therefore requested to make arrangements accordingly.

As no information had been received from the Bristol Surveyor he was written to on the 5th December and requested to state whether the vessel had yet arrived at his port, and if so what arrangements had been made for the caulking to be submitted for examination. He states in reply that the vessel has been at Bristol and he visited her. He also communicated with the Owner and asked him to let him know when he proposed to have the caulking examined and tested but he heard nothing further and believes the vessel sailed on the 26th November.

It is submitted that the vessel's class be now expunged from the Register Book with a red line (12.07), indicating non-compliance with the Society's Rules.

The Bristol Surveyor should be informed that it is regretted he did not report at once his interview with the Owner instead of waiting until he was requested to do so.



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