

Chief Surveyors 5. 8. 24

Received from Chief Surveyors _____

7 AUG 1924

NAME Wood Sr. Bianca Report Sea No. 1231

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, 24/5/22.)

No. Special SURVEY PARTLY HELD.

9.23

When proposed to be completed

of Survey held, &c., DBS due 9.23 partly held.

The class of this vessel is subject to a Special Survey equal to a Half Time Survey being held at four and eight years from the date of build.

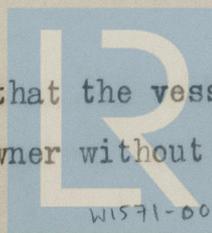
The Donkey Boiler Survey became due 9,23 and was held in December last with the exception of the adjustment of the safety valves.

A special survey has been partly held and to complete the same the vessel requires to be examined in dry dock, the caulking of the bottom planking to be tested, six treenails on each side through bottom planking to be driven out for examination, masts to be examined in way of wedges, rudder to be lifted, cables to be ranged, chain locker, anchors, general equipment and boats, pumps and steering gear to be examined.

A bower anchor and 90 fathoms of chain cable require to be supplied and the remaining bower anchors to be replaced by anchors of proper weight and test.

The vessel was laid up at Seattle and the Surveyor recommended in December last that the survey and repairs be completed before she again proceeded to sea.

The Surveyor stated in June that the vessel had been sold but he had had an interview with the new Owner without any understanding



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being arrived at regarding the classification.

It appeared the vessel commenced loading for a voyage to Queen Charlotte Islands and it was understood that certain repairs, which according to indirect information appeared to be those recommended when the vessel was under survey in December, had been effected, but she was still deficient of equipment.

The Surveyor added he understood the insurance of the cargo for the contemplated voyage had been negotiated with the San Francisco Board of Marine Underwriters.

The case received consideration on the 24th June when the Owner was informed that the class would be expunged unless arrangements were made for the survey to be held forthwith.

The Seattle Surveyor now states that from his personal interview with the Owner he is of the opinion that it is not his intention to keep the vessel in class.

It is submitted the vessel's class be expunged from the Register Book with a red line (~~8-24~~), indicating non-compliance with the Society's Rules.

[Handwritten signatures]
6.8.24.



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