

1. 4. 20.

Received from Chief Surveyors

1- APR 1920

IE steel S.S. "REMIER". Report Hav. No. 4422

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

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 that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/6/02.)

No. 3 SURVEY PARTLY HELD.

5.17 When proposed to be completed

held, &c.,

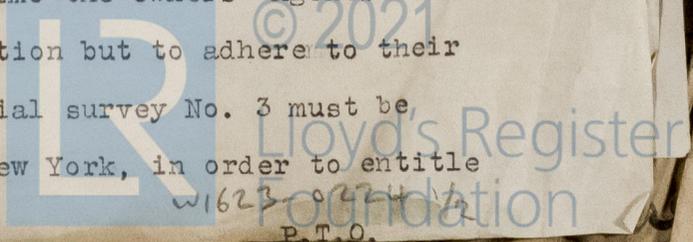
The 1st. s.s. No. 3, due 5.17, has been partly held.

The case received consideration on the 24th. February when the Committee agreed to the vessel proceeding from Rouen to New York without completing the special survey as previously required, provided the survey and all repairs were definitely completed at the latter port, if not done at Rouen.

The Owners subsequently asked if, as so much had been effected towards the special survey, the Committee would allow the vessel to return from New York to Rouen or Antwerp, where the survey would be completed.

The case again received consideration on the 9th. ultimo, when the Owners were informed the Committee had no option but to adhere to their previous decision.

Further letters were received from the Owners' Agents requesting the Committee to reconsider their decision and pointing out that when coming from New York the vessel would carry a non-perishable cargo, and on the 19th. ultimo the Owners' Agents were again informed the Committee had no option but to adhere to their previous decision, viz., that the special survey No. 3 must be completed on the vessel's arrival in New York, in order to entitle



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White Adhesive

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er to retain her class.

The Owners' Agents now again write requesting the Committee to reconsider their decision and allow the completion of the special survey to be postponed until the vessel's arrival at Antwerp.

They add one of the principal reasons for the Owners' request is the high cost of any kind of repairs effected in the States; and again point out the cargo carried from the States is of a non-perishable nature, viz., coals to Malmo, and thence direct from the Baltic to Antwerp with a cargo of wood.

The case is therefore submitted for the consideration of the Committee.


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Foundation

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