

sent to Chief Surveyors

22. 12. 02

Received from Chief Surveyors

VESSEL'S NAME

St. Delfin

Report

Bel

No.

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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, 24/5/02.)

Nature of Survey

6th Survey etc

When due

Period expires Nov. 1911.

It is submitted that before this case receives the consideration of the Committee, as the vessel is now trading between Cadiz and the Canary Islands, the Society's Surveyor at Cadiz should be requested to take the first opportunity to ascertain whether there are any sidelights or scuppers through the vessel's sides below the 2nd deck, to affect the position of the load line disc, and if so, to furnish particulars of the size and position of same. He should state the draught at the stem and stern post and the distance of the lowest edge of lowest side light or other opening above the water line, as well as the fore and aft position of the openings if any. The Surveyor should also ascertain the usual draught to which the vessel loads.

It should be pointed out to the Surveyor that the information is required in order to determine the freeboard which can be assigned and marked on the vessel's sides as a condition of the classification, consequent on the alterations recently made in the vessel at Barcelona.

As regards the equipment the Barcelona Surveyor should be requested to inform the Owners that in consequence of the alterations which have been made in the vessel, converting

her into an awning deck vessel, the equipment now on board is not equal to the requirements of the Society's Rules. It will therefore be necessary in order to render her eligible to retain the figure 1 for equipment in her character for the 1st and 2nd bower anchors now on board to be replaced with properly tested anchors of $22\frac{1}{2}$ cwt., each, ex stocks, or two properly tested stockless anchors of 28 cwt., each, the heaviest bower anchor now on board being retained for use as the 3rd bower; also for the chain cables and stream chain now on board to be replaced respectively with 240 fathoms of properly tested $1\frac{9}{16}$ " chain cable, and 75 fathoms of properly tested 1" stream chain, or 75 fathoms of $3\frac{3}{4}$ " steel wire. The vessel will also require to have on board a towline equal to 90 fathoms of $3\frac{1}{4}$ " steel wire, and two hawsers 6" and 5" respectively of 90 fathoms each.

The Surveyor should ascertain and inform this Office what definite steps the Owners will take in the matter.

A copy of the letter addressed to the Cadiz Surveyor should be forwarded to the Barcelona Surveyor for his information.

Lrs Cdiz & Bcl 24/12/08



C. H. B.
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