

Chief Ship Surveyor

17/9/08

Received from Chief Ship Surveyor

NAME

S/S "Delfin"

Rpt.

Bel

No.

645

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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, 24/5/32.)

Survey

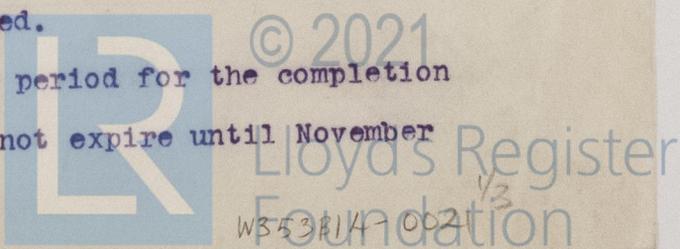
6th Survey & alterations

The Barcelona Surveyor stated in July last that extensive alterations were being carried out on this vessel, and the Owners requested that the survey might be considered as complying with the requirements of the 6th Periodical survey. The Surveyor stated that the plating had not been drilled, as required by the Rules for the sixth survey, but that it was in excellent surface condition both inside and out. He, therefore, requested to know whether the Committee would allow this requirement of the Rules to be deferred until the next Periodical Survey is held, and which would become due in 1912.

He was requested to state definitely whether all the requirements of the Rules for the sixth Periodical survey had otherwise been carried out to his satisfaction, and whether the state of the plating was such that in his opinion the Owners' proposal to defer the drilling until the first Periodical Survey is held, would merit the approval of the Committee.

The Surveyor did not reply to this, but he now reports that the sixth Periodical Survey has been held, with exception of the drilling of the plating, which he states is throughout the vessel free from corrosion, and he is of opinion that the drilling might be deferred as proposed.

It should be observed that the period for the completion of the sixth Periodical Survey will not expire until November 1911.



W353814-002

On account of wear and tear the rudder has been bushed and minor repairs done.

The openings between the poop and bridge, and the bridge and forecastle have been permanently closed, the Surveyor stating that the scantlings are equal to the remainder plating, framing &c.. The deck has also been fitted of equal thickness to the original, and hatchways to correspond with those in the main deck have been fitted to the Surveyor's satisfaction. All coaling ports, freeing ports, cattle gangways &c., have been permanently closed, which, as the Surveyor states, has practically made the vessel an awning deck vessel.

It is submitted that in the circumstances the Owners' proposal to defer the drilling of the plating until the first Periodical Survey is held might receive the favourable consideration of the Committee. With regard, however, to the alterations which have now been made in the vessel, practically converting her into an awning deck vessel, the Surveyor should be requested to inform the Owners that her classification in the Society's Register can only be continued on the condition that she has a compulsory freeboard assigned by the Committee and marked on her sides, and he should ascertain whether they are willing to agree to the same. He should at the same time be requested to explain by sketches how the openings have been closed, and to show how the butts of the plating have been arranged and riveted, also how the frames have been extended and connected at the main deck, and whether the deck in way of the original opening has been properly shifted. He should likewise state whether there are any sidelights below the main deck, and if so what is their diameter and their distance below the main

deck stringer, and he should show their positions on a profile sketch of the vessel. He should forward full particulars of the vessel's new tonnage in order that it may be ascertained whether any increase in the equipment is required.

B.

RBN
2/9/08
C. J. J.



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