

Urgent

1.

Sent to Chief Surveyors 29.9.03 11 a.m.

Received from Chief Surveyors

VESSEL'S NAME

Lbk Eurydice

Report

B As

No.

864

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.)

Nature of Survey

ss No. 1

When due

6-02

The S.S.No.1 became due in May 1902 and no part of it has yet been held.

In February last the Buenos Aires Surveyor reported that he had been called upon to hold a consular survey on the vessel, on account of the crew having alleged that she was unseaworthy. He found one frame rivet in the hold leaking, and this was replaced with a bolt by a diver. Several other frame rivets were found with their heads broken off, and several of the frames were observed to be considerably wasted.

The case, which is fully stated on the endorsements dated 24.4.03 and 8.6.03, received the consideration of the Committee on the 9th June, and the Owners were informed that the Committee were further agreeable, under the circumstances, to defer action, subject to the vessel being surveyed by the Society's Surveyor in Nova Scotia, before loading a cargo there, and the Owners were asked to undertake to have this done.

The Owners stated in reply that there was no objection to the Society's Surveyor seeing the vessel at her loading port, Liscombe, but they thought that the Committee were under some misapprehension respecting that port. There was no Surveyor there as it was only a small place where deals were shipped, and there were no dock facilities of any kind. The passage home from there was only twenty-five to thirty days, and the vessel would be dry docked on this

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side when she could be properly surveyed.

The Owners' reply received the consideration of the Committee on the 12th June and the Owners were informed that the Committee adhered to their previous decision to defer action in regard to the vessel's Class, subject to her being surveyed and satisfactorily reported upon by the Society's Surveyor before she left Nova Scotia, and the Owners were therefore asked to give instructions to the Master to arrange for the survey to be held accordingly.

Instructions were sent to the Halifax Surveyor, and he was requested in the event of his being unable to proceed to Liscombe, to appoint a competent Surveyor on the spot to hold the survey in question. The Surveyor stated in reply that he had written to the Master and informed him of the survey required, and that, as the examination could only be made when the ballast was discharged, he ^{had} requested him to wire, immediately on receipt of the letter, when he would be ready, so that ^{he} the Surveyor, could arrange to have the examination made.

A letter was recently received from the Surveyor stating that he had received a telegram from the Master on the 10th September stating that he had received no instructions from the Owners respecting the survey. The telegram was dated 4th September and was not delivered to the Surveyor until six days afterwards, and as the vessel had to be loaded and cleared for sea before the 1st October there was no time to do anything.

The Owners were therefore informed of what had taken place by wire and by letter (copies of which are attached) and were asked to state what steps they had taken for the necessary survey before the vessel sailed.

The Owners state in reply that there appears to have been some

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misunderstanding. They refer to their letter of the 10th June and say they expected the Committee would ask one of their Surveyors from a neighbouring port to go on board and make a superficial examination, it being impossible, as the Committee are aware, to hold a proper survey at a place like Liscombe.

Evidently the Captain had this in mind, and the Owners regret if the Society's Surveyor at Halifax has thought that any difficulty has been put in the way, as that was farthest from their intention. The Ship commenced loading immediately after arrival to fulfil a contract of the Charterers, and the Owners received a cable from the Captain last week that she was nearly loaded.

If she has not already sailed she will certainly be fully laden by now, so there appears to be no alternative but to wait her arrival on this side, when she will, as previously advised, be submitted to whatever survey the Committee require.

As the vessel is reported to have been carefully examined by the Buenos Aires Surveyor in February last, and was then stated to be eligible to retain her classification, and as any more searching examination can only be made when she is in dry dock, it is submitted action might be deferred until her arrival and survey in dry dock at Ayr, her port of discharge, upon the understanding that she is then submitted to undergo the S.S.No.1.



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