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Sent to Chief Surveyors

21. 4. 03

Received from Chief Surveyors

VESSEL'S NAME

Lbh Eurydice

Report

Bas

No.

804

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

S S No. 1

When due

5-02 etc

A report was recently received from the Buenos Aires Surveyor stating that he had held a Consular Survey on this vessel, on account of the crew having alleged that she was unseaworthy. He examined her afloat and found one frame rivet in the hold leaking, and this was replaced with a bolt fitted 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 S.S. No. 1 became due in May last and no part of it has been held.

The case which is fully stated on the endorsement dated 25.3.03 was before the Committee on the 27th instant, and the Owners were informed that arrangements must be made for the Special Survey to be carried out now, and all necessary repairs effected to the satisfaction of the Society's Surveyors, in order to entitle the vessel to retain her Class, and the Owners were requested to state definitely, what arrangements they would make for this to be done.

The Owners stated in reply, that the vessel was going to one of the Cape Ports, and from there they intended bringing her home, when she would undergo the Special Survey and a thorough overhaul. They added, that since the vessel passed her No. 3 survey at Appledore, she had been twice under heavy repairs at Antwerp, under the inspection of the Society's Surveyors at that port, and from what had been done

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from time to time, they considered that she was in good condition.

The case was before the Committee on the 31st March last, and the Owners were informed that the Committee were unable to agree to the arrangements proposed, which were not considered satisfactory, and that unless definite arrangements were made for the S.S. No. 1 and all necessary repairs to be carried out to the satisfaction of the Society's Surveyor, before the vessel left Buenos Aires, the Committee would have no alternative but to expunge the vessel's Class from the Register Book, and they were asked to state what steps they proposed taking in the matter.

The Owners state in reply that their Senior has not yet returned, but they wish to state that the vessel left Buenos Aires about the 26th March for Cape Town, and in view of the great depression in freights, and the fact that the vessel ^{as previously stated} has on two occasions been under very heavy average repairs during the past few years, having been surveyed on each occasion at Antwerp by the Society's Surveyors, they think the Committee are acting in a somewhat unreasonable manner in asking for the S.S. No. 1 to be held in a South African port where the cost is ruinous. They further state she is fixed to load at a port in Nova Scotia for the U.K., proceeding up from Cape Town in ballast, and under these circumstances they trust that the Committee will reconsider the case, and allow the S.S. No. 1 to be held on her arrival home.

The case is submitted for the consideration of the Committee.



J. H. T.
24/4/03.
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