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Steel S.S. "SHIRLEY", No.1076 in R.B. of 3417 tons gross.
Built at West Hartlepool in 1900-2mo; Port of Registry London
Owners Messrs.Houlder, Middleton & Co.Ld.

Classed	100A1	LMC
	1-12	MS 1-08.
	s.s.No.2-09.	BS 4-12.

The First Special Survey No.3 became due in February,1912, and the vessel which was trading between Bombay and Calcutta came under the inspection of the Society's Exclusive Surveyors at these ports upon several occasions in 1912, when repairs of damage and parts of the Special Survey No.3 were carried out.

In June,1912, the Calcutta Surveyor recommended certain repairs to the decks,&c. to be effected at an early date, say about November,1912.

In October the Owners intimated that they were desirous of keeping the steamer on time charter until February,1913, and requested that the Committee would sanction the special survey and repairs standing over until the steamer's return home by March,1913.

This request was agreed to by the Committee, but the Calcutta Surveyor subsequently stated that the condition of the decks,furnaces,&c. was such that in his opinion the repairs recommended should have been effected within the time he named, and he forwarded a copy of a letter he had previously addressed to the Master to this effect.

The case again came before the Committee on the 6th December when the Owners were informed of the Calcutta Surveyor's report, and that the Committee must require the repairs to be at once effected for the retention of the vessel's class.

The steamer returned to Calcutta in January, and appears to have been under survey at that port since that time.

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A further request from the Owners to postpone the Special Survey No.3 and permanent repairs for the voyage home subject to temporary repairs at Calcutta, was submitted to the Committee on the 21st January, and they were informed in reply that the survey and all necessary repairs must be effected before the steamer left Calcutta. The Surveyor was advised and requested to cable if this were not done.

On the 8th instant the Calcutta Surveyor cabled that the Special Survey No.3 has not been completely held, and that the examination of plating in way of sidelights, of the windlass and of the pumps, sluices and watertight doors, also permanent repairs have not been carried out, but that the decks have been permanently repaired.

The case received the consideration of the Classing Committee on Tuesday, 11th instant, when it was decided to expunge the class with a Red Line (3.13) indicating non-compliance with the Rules.

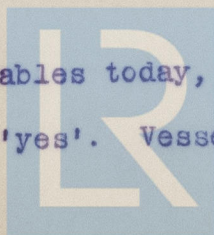
RAH 12-3-13

Mr. Howard Houlder called at this Office yesterday, and explained that the decision of the Committee had taken him completely by surprise, as he was under the impression that all the conditions laid down by the Committee had been fulfilled at Calcutta.

A cablegram was subsequently sent to the Calcutta Surveyor requesting him to state whether the repairs effected are, in his opinion, efficient for the voyage home and if the vessel is, in his opinion, eligible to retain her class until her return home from Karachi or Bombay.

In reply the Surveyor cables today, as follows:-

"The reply to your enquiry is 'yes'. Vessel is, in my opinion, fit to retain her class".



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The attached letter has been received from the Owners
this morning.

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