

Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME

Rpt. Cal

No. 3068

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.)

No. 3

SURVEY PARTLY HELD.

due

2-12

When proposed to be completed

of Survey held, &c.

Repairs

The 1st s.s. No. 3 which became due in February last was partly held at Calcutta in June, July and September, and on the latter date it was recommended that some repairs should be effected to the decks, to two bulkheads and that No. 3 tank top plating should be scaled and coated in places at an early date about November, and that the main boiler furnaces should be jacked up before the end of October. On the 26 October the Owners ^{advised they had given instructions for the furnaces to be again surveyed} As however the vessel was on time charter the Owners desired to be allowed to let the matters stand over until the vessel's return home about March next.

The Owners were informed on the 8th October that the Committee regretted that they could not agree to the completion of the survey and repairs being deferred as desired, and it was considered that arrangements should be made for the necessary work to be carried out within the year of grace.

The case has received the consideration of the Committee on several occasions, and on the 10th instant the Owners were informed that in all the circumstances the Committee felt there was no alternative open to them but to require the necessary repairs to be effected on the Steamer's next arrival at Calcutta if she was to retain her class, and it was added that the Owners

would see the Committee were unable to agree to the proposal to bring the vessel home before dealing with the matter.

A further letter has now been received from the Owners, in which they state they of course recognise that the Committee must give every consideration to the recommendation of their Surveyors abroad, but the circumstances attending this Steamer are such that they trust permission will be given for her to return from Calcutta to Bombay, and entirely complete the necessary repairs there. They point out that the voyage from Calcutta to Bombay occupies only about 10 to 12 days, and although they have no preference for Bombay as compared with Calcutta as a place where the repairs should be executed, it is, as a matter of fact, important that the Steamer should make the return voyage to Bombay for the following reasons:-

As previously mentioned, the Steamer is under Time Charter, and arrangements have been made for her to take the cargo of coals during this month from Calcutta to Bombay. Apart from this, assuming that the Steamer were required to effect the necessary repairs on arrival in Calcutta in a few days' time, very serious loss of time would ensue on account of the necessity of material, etc. requiring to be made on this side and sent out to India.

Should the permission be granted for the Steamer to go to Bombay, as desired by them, the time occupied in performing this voyage, coupled with the shorter time taken for delivering the articles from this side in Bombay, would lessen the period of employment in India during the execution of the repairs.

They refer to the Secretary's letter of the 11th

October, in which it was stated as follows, viz:-

"With a view to meeting your wishes as far as practicable
"they (i.e. the Committee) will be agreeable to time
"for completion of the survey and repairs being extended
"until the end of March".

They feel sure that the Committee will realise that they are being placed in an exceedingly difficult position owing to the demand for the immediate execution of repairs, and in any case they will suffer considerable loss besides running the risk of a serious claim from the Time Charterers. Seeing that if the request they are now making be granted the Steamer should be in Bombay ready to undergo the whole of the necessary repairs by about January 20th, and ~~that~~ the whole difference between the Committee and themselves seems to be a short return voyage to Bombay occupying about 10 to 12 days as before stated.

They therefore trust that the Committee will see their way to fall in with their proposal.

The year of grace will expire at the end of February next.

The case is submitted for the favourable consideration of the Committee.

J.R. M. R.B.M.
13. 12. 12.
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To complete the machinery survey the sea connections & pipe arrangement require to be examined.

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Lloyd's Register
Foundation

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