

Received from Chief Ship Surveyor - 14 JUL 1935

Chief Ship Surveyor

NAME "AMALTHUS" Rpt. Sng No. 5660

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

The class is subject to some indented bottom plating being dealt with at the Owners' convenience.

The 1st S.S. No.3 became due 9,33.

Indented bottom plating forward requires to be faired at the Special Survey.

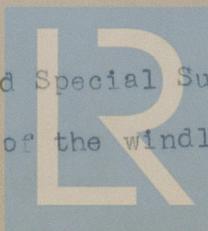
Following upon a satisfactory Modified Special Survey held at Hong Kong in July last the Committee allowed the vessel's class to remain undisturbed until the end of May 1935, as desired by the Owners.

A request for a further extension of class for 8 months received consideration in December last, when the Owners were informed that if they were prepared to submit the vessel to a further survey at or about the time of the expiration of the period for which extension had already been approved, to enable the Society's Surveyors to satisfy themselves as to the condition of the vessel and so that any repairs which in their opinion would be necessary in respect of the additional extension may be effected, the Committee would be agreeable to meet the Owners in the matter on this basis.

The Singapore Surveyor now reports the vessel placed in dry dock, bottom coated, 3 poop deck plates renewed and minor repairs effected.

The indented bottom plating, as above, examined and found efficient.

A satisfactory Modified Special Survey has also been carried out, including the examination of the windlass and steering gear.



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P.T.O.

"AMALPHUS" (2)

The inner surface of bottom plating in all main cargo tanks found or made satisfactory.

The Surveyor recommends the vessel be continued as classed being fit to carry petroleum in bulk (homogeneous cargoes each side of the pump room).

It is submitted action be deferred (until the end of January 1936.)

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