

S.S. "INVERURIE"

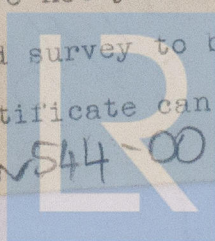
The class is subject to the top rudder arm, rudder
mainpiece and sternframe scarph, repaired by electric welding
12,27 & 10,30 respectively, being specially examined at
next drydocking. The vessel requires to be examined in dry
dock after grounding. Two lengths of chain cable require to
be repaired and tested, or renewed.

The 1st S.S.No.3 became due 12,33 and the vessel has
been laid up at Southend since May, 1931, the Owners having
furnished the usual undertaking.

The Owners now request that, in connection with a
possible sale of the vessel, Capt.Pedder, c/o Messrs.
Clarkson & Co. Ltd., might be advised of the minimum
requirements of the Society to enable the vessel to make a
voyage to the Far East (a) with cargo, (b) without cargo.
On arrival in the Far East the cylindrical tanks would be removed
and the vessel reconstructed and put through her special survey
as a cargo carrier.

It is a matter for consideration whether, provided the
vessel is dry docked and generally examined throughout and
found satisfactory, she might be allowed to make the
contemplated voyage in ballast or with a non-perishable cargo.

Convention freeboards have not yet been assigned and it
will be necessary for a freeboard survey to be held and
freeboards assigned before a certificate can be issued.
(calling at 3 p.m.)



W544-0017
5.5.36
Lloyd's Register
Foundation

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Secretary,
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