

Len
Loa

COPY.

S.S. "INVERURIE"

The class is subject to the top rudder arm, rudder mainpiece and sternframe scarp, repaired by electric welding 4,27, 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. H.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.

Order is calling at 3 p.m.)

W544-0046

