

S.S. "MILLPOOL"

The two points brought out in this letter are:-

1. That Mr. Stevenson's survey of October, 1931, in which he reported the steering gear in good condition, could not have been a thorough survey because, shortly after this, two links in the rod and chain steering gear had to be repaired; and

2. That at the same Surveyor's survey on the 21st June, 1934, which is described in the letter as a renewal (freeboard) survey, the Surveyor conducted a "survey for repairs of 15 other items including rudder and bottom...in a single visit", and it was submitted the survey could not have been exhaustive.

With regard to (1), it could not of course be brought out in its proper perspective that in June/July of the same year, when part of the 2nd Special Survey No.3 was held, the steering gear had been examined in detail and repairs made.

With regard to (2), the Surveyor's survey was not a "load line renewal survey" but an annual survey for freeboard, conducted at the same time as a docking survey on the vessel. The survey is not correctly described as a "survey for repairs" but, as stated above, as a docking survey, and the items referred to were such as could have been examined and are usually examined by the Surveyor in one visit.

16.7.35



© 2021

Lloyd's Register
Foundation

W556-0037