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## Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

15th May, 1934.

Dear Sir,

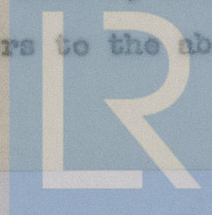
I am in receipt of your letter of the 12th instant, enclosing an extract from one which has been addressed to the S. Owners of the s.s. "KARL LEONHARDT" by the West of England Steam Ship Owners Protection & Indemnity Association, Ltd., relative to the date on which the Special Survey No.2 became due on this vessel.

With regard thereto I shall be glad if you will refer the Owners to Page 12, Section 9, of the Rules, which provides that :-

"To entitle steel vessels to retain the characters assigned to them in the Register Book, they are required to be subjected to the Periodical Special Surveys, designated No.1, No.2 & No.3, in accordance with the requirements of the Rules. These surveys become due at 4 years, 8 years and 12 years respectively from the date of build, and subsequently at the expiration of like periods from the dates of the previous Special Survey No.3 as recorded in the Register Book".

In the case of this vessel, the Special Survey No.3 was commenced in September, 1924, and completed in October, 1925, and as the major portion of the survey was carried out at the latter date at Rouen, the ~~date~~ assigned a notation of S.S. Rou.No.3 - 10,25, which was duly recorded in the Society's Register Book. The Second Special Surveys Nos.1 and 2 therefore became due in October, 1929 and October, 1933 respectively.

In informing the Owners to the above effect I have



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S.S. "KARL LEONHARDT".

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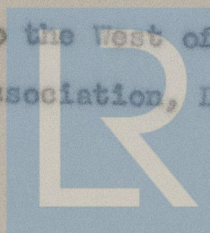
also to request that you will advise them that a report has come to hand from the Society's New York Surveyors from which it appears that extensive damage has been sustained by this vessel due to heavy weather.

Opportunity was taken by the Surveyors to carry out at the same time a general examination, and the Surveyors report that the internal members and plating are deteriorated to such an extent as to render her unfit to carry cargo until all defective parts are renewed. The shell is also heavily scaled and appears to be wasted and the Surveyors have recommended that the vessel be scaled and drilled to obtain actual thickness.

It is understood that the vessel in the meantime is laid up and no repairs have been carried out at this time.

In the circumstances, as the vessel is laid up action has been deferred in regard to dealing with the vessel's class, but it must be distinctly understood that the vessel must not proceed to sea until steps have been taken to give effect to the recommendation of the Surveyors, and that the class will at once be dealt with if she is moved without the Special Survey and all repairs being carried out to their entire satisfaction.

In view of the above position a letter has not at present been addressed direct to the West of England Steam Ship Owners Protection & Indemnity Association, Ltd., and I await



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W566-0015<sup>2</sup>/<sub>3</sub>



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Hamburg "MARL LEONHARDT". - 3 -

a further communication as to the Owners' wishes in the  
matter before doing so.

I am, Dear Sir,

Yours faithfully,

Clerk to the  
Classification Committee.

A. Chisholm, Esq.,

HAMBURG.



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