

s.s. "KARL LEONHARDT"  
Built 1913-5.  
S.S.No.3 held 10,25.  
2nd S.S.No.2 became due 10,33.

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This vessel was surveyed in dry dock at New York in March last on account of extensive damage through heavy weather, also and the Surveyor/reported that a general examination had revealed that the internal members and plating were deteriorated to such an extent as to render her unfit to carry cargo until all defective parts were renewed.

On 14th instant Mr. French was informed that the vessel in her present condition did not appear eligible to retain her class and that the circumstances were such as would warrant the class being expunged with a Black Line. He was informed it was concluded that in deferring action on the report the American Committee were guided by the fact that the vessel is laid up, and that it is definitely understood that she will not proceed to sea until such steps have been taken to give effect to the Surveyors' recommendations. He was, however, asked to confirm this, and informed that the Committee were of opinion that the class must be at once dealt with if the vessel were moved without the Special Survey and all repairs being carried out to his entire satisfaction.

A letter has been received from the Hamburg Office enclosing copy of one addressed to the Owners by the West of England Steam Ship Owners Protection & Indemnity Association from which it appears they are in doubt as to the dates when the vessel became due for Special Surveys, and the Owners request to be furnished with a letter stating exactly the position in regard to classification of the vessel, and in particular to be given definite information as to when exactly the 2nd S.S.No.2 became due

It is submitted the Owners be informed that the New York Surveyors have reported extensive damage due to heavy weather, but that as the vessel is laid up no repairs have been effected. They should also be informed of the recommendations made by the Surveyors as a result of their general examination, and that the Special Survey and all repairs will require to be carried out before the vessel is moved.

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With regard to the dates when Special Surveys become due the Owners might be referred 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.

The S.S.No.3 was commenced in September 1924 and completed in October 1925, and as the majority of the survey was carried out at the latter date, the notation of S.S.Rou.No.3-10,25 was recorded in the Register Book. The 2nd S.S.No.1 and 2nd S.S.No.2 therefore became due in October 1929 and October 1933 respectively.

(It will be observed that the Owners desire a copy of the letter addressed to them to be forwarded to the West of England Protection Association).

15.5.34



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