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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES

13th March, 1931.

Dear Sirs,

I have to acquaint you that I am informed by the Owners of the steamer "ANDROMEDA" ex "HUNTRESS" that this vessel is now at Rotterdam and that arrangements are in progress for carrying out the 2nd Special Survey No.1 at your port.

In connexion with this case I have to send herewith photographic copies of the undermentioned reports, from which you will observe that considerable repairs were effected to the vessel at Singapore in April/May last, and as a result of these repairs the Committee agreed to the 2nd Special Survey No.1 being postponed until February.

The vessel subsequently came under the inspection of the Society's Surveyor at Port Natal who reported that in his opinion the vessel was eligible to remain as classed, subject to repairs being effected to the decks, bulkheads and double bottom tank margin plating on the vessel's arrival at her port of discharge, and that she was fit to carry a non-perishable cargo up to 90% deadweight for any voyage other than the North Atlantic. This recommendation received the consideration of the Committee who considered

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The Ship Char

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s.s. "ANDROMEDA"

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the steamer was not fit to carry dry and perishable cargo and was therefore not entitled to retain her class.

Further repairs were subsequently effected at Port Natal (see report No. 1997), and as a result of these repairs the vessel's class was continued subject to the deep tank not being used as a tank and repairs being effected to the Nos. 1 and 2 double bottom tank margin plating at the first convenient opportunity.

In the circumstances I have to request that you will be good enough to give this case your special attention, and I am to add that it is considered that Mr. Leeuwenburg should join in the survey.

I have further to add that the vessel has retained her class for some considerable time past subject to coamings being fitted to the escape holes in the tween decks, or the openings being closed at a convenient opportunity or when the carriage of railway sleepers was completed. The stem and stem plating also require to be faired at the Owners' convenience, and the after bulkhead of the deep tank further examined and repaired and the lower hatch beams dealt with at the first convenient opportunity.

I am, Dear Sirs,

Yours faithfully,

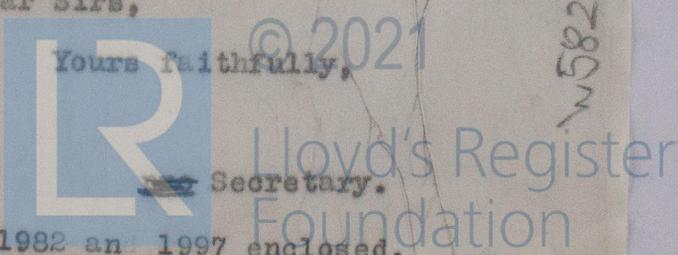
The Surveyors,

ROTTERDAM

Secretary.

Copies of Sng. 4709, P.Nl. 1982 and 1997 enclosed.

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Charc