

DEC 1930

by Chief Ship Surveyor

Received from Chief Ship Surveyor

L'S NAME Steel Sc.Sr. "ANDROMEDA"

Rpt. P.Nl. No. 1997

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92).

of Survey

The class is subject to coamings being fitted to escape holes in the tween decks or the openings being closed at a convenient opportunity or when the carriage of railway sleepers is completed, to the stem and shell plating being faired at the Owners' convenience and the after bulkhead of the deep tank being further examined and repaired and the lower hatch beams dealt with at the first convenient opportunity

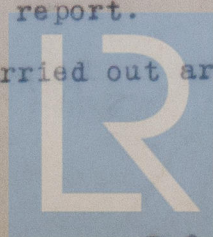
The 2nd S.S. No.1 became due 7.30 and a proposal to postpone same until February was agreed to (5th May).

The case is fully stated in previous endorsements and on the 30th October the ^{NEW} Owners' Representatives were informed that the General Committee had decided to defer action at present upon condition that all repairs necessary, to make the vessel fit to carry a full cargo of a dry and perishable nature and thus render her eligible to retain 100A1 class, be carried out to the Surveyor's entire satisfaction before vessel left port.

The Port Natal Surveyor was advised and on the 12th ultimo cabled that "Repairs have been completed to my satisfaction to entitle vessel to retain her class 100A1 and for the carriage of dry and perishable cargo", and the Owners' Representatives were informed.

The Surveyor now forwards his report.

Particulars of the repairs carried out are given in endorsement dated 3.12.30.



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The Surveyor recommends that the deep tank be not used as a tank and repairs be effected to Nos. 1 and 2 double bottom tank margin plating at the first convenient opportunity.

The Owners' Representatives stated on the 27th October that the vessel had been chartered to load at Durban for India and thence to the Continent and confirmed that the requirements of the 2nd S.S. No.1 would be carried out on vessel's return to Europe.

It is submitted action be deferred.



W. H. A.
4.12.30.

The Certificate of Classification to be endorsed "*Gargo buttens not fitted*" and the same notation to be printed in the Register Book.



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