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26 OCT 1935

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

SSSEL'S NAME "PALUDINA" Rpt. Rot. No. 23931

The 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.)

ture of Survey

The class is subject to considerable internal repairs on account of wastage.

The 1st S.S.No.3, due 12,33 was partly held by the lifting of the rudder in September, 1933.

The Owners desiring to maintain the vessel in service after the expiry of the year of grace pending the delivery of new tonnage, proposals to postpone the Special Survey and to hold modified surveys to permit of the desired extensions of class have been agreed to (see endorsement dated 15.1.35).

A modified survey was held in December last when an extension of 8 months from that date was agreed to, but the Surveyors observed that if at the expiry of that period a further extension was desired, the cargo tanks should be submitted to further examination and some items left over from the modified survey should receive attention.

The Rotterdam Surveyors now report the vessel placed in dry dock, bottom cleaned and coated, a further modified survey held with satisfactory results and minor repairs effected.

A length of chain cable was found missing.

A few of the oil fuel compartments left over from the last modified survey could not be examined owing to their being full, viz: oil fuel bunker, deep oil fuel tank forward and (oil fuel) double bottom tank.

The Surveyors state in reply to enquiry that the

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The 30th April 1936, and show in a fit condition to carry on

"PALUDINA"

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boundary bulkheads of these compartments were examined externally and found tight, and they recommend the vessel as being ⁱⁿ fit condition to carry homogeneous cargo each side of the pump room and that the class be continued until 30th April 1936, subject to a length of chain cable being supplied at the Special Survey.

Taking account of the external examination of the oil fuel compartments (which were full at this time) and of the fact that where oil fuel is carried deterioration of material is of a reduced order, it is submitted action be deferred and that the Surveyors' recommendation in respect to the extension until April next might be concurred in.

Insert in S.R.L.A length of chain cable at Special Survey.

JB

25.10.35



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such that in our opinion her class may be continued