

WZ
s.s. "BOMBARDIER".

The Second Special Survey No.2 became due in August, 1928 (after an early Special Survey No.3). The Vessel has been laid up since March, 1928, and the usual undertaking has been furnished.

A Special Survey No.3 became due in August, 1932, and no part of this survey has been held.

General examinations have been carried out in November, 1930, and November, 1932. On the latter occasion the Surveyors reported the decks, hatches, hatchways, casings, coamings, machinery space, bunkers, holds, steering gear, windlass and equipment in a satisfactory condition.

The vessel was last seen in drydock in May, 1928.

In August last the Owners wrote stating that they had an enquiry for the purchase of the vessel, subject to the issue of a certificate of seaworthiness to enable her to proceed to a Mediterranean port loaded, and they enquired what the Committee's requirements would be to enable such a certificate to be issued. They pointed out that they understood that the s.s. "ENTERPRISE", which had recently been sold to go out with cargo, had to incur very little expense.

They were informed that if it was intended to carry out the overdue Special Survey on arrival at a port in the Mediterranean, the Committee would be prepared to authorise the Surveyors at Newcastle to hold a general examination of the hull and machinery, with a view to their ascertaining whether the vessel was fit for the proposed voyage. It was pointed out that it would be necessary for the Boiler and Screwshaft Surveys to be held before the vessel sailed.

Subject to such a survey being satisfactory, they were informed that an interim certificate could be granted for the voyage with a nonperishable cargo, on the distinct understanding that the Special Survey would be held in its entirety on the vessel's arrival.

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The Owners have now written to say that they have sold the vessel to Italy, and have agreed to pass the vessel for Load Line Certificate, and to procure a Seaworthy Certificate to enable her to proceed with a non-perishable cargo, if so desired.

They have agreed to pass the Boiler Survey, draw the screwshaft for examination, and clean and paint the bottom.

They add:-

"As time is the essence of the contract, we will be much obliged if you will agree to give us these certificates and will be further much obliged if you will wire us on the enclosed form that we can proceed accordingly.

"We would say that we had no doubt in our minds that we had acted correctly and have agreed to do the foregoing and it will be most awkward for us if we cannot carry out what we have agreed."

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