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2 Enclosures

23rd March, 1898.

Dear Sir,

I beg to acquaint you that I have received from the Owners of the tug "ALTATA" the report dated 10th December last of Mr.J.J.Alexandre of the survey held by him on this vessel at Guaymas, but it is not clear therefrom that the requirements of the Society's Rules for Special Survey No.2 have been complied with and the necessary repairs effected to the keel plates, and I shall feel obliged if you will kindly obtain from Mr.Alexandre a written statement of replies to the enquiries below.

I may point out that in my letter to you of the 29th September last respecting the matter, I forwarded forms on which the report of the survey was desired to be made, and I now enclose two other forms, and shall be glad if Mr.Alexandre will make use of them in furnishing the further report now requested.

1. Did Mr.Alexandre personally examine the rudder, stern frame and stem?

2. Were the holds, coal bunkers, and the fore and after peaks cleared, the limber boards and at least three strakes of ceiling (if fitted in the vessel) removed on each side fore and aft, and did he personally examine the cementing of bottom, floors, framing and plating, including those in the machinery space?

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3. Were the chain cables ranged, and did he personally examine them and ascertain their length and measure their diameter? If so he should state their length and size.

4. Did he personally examine the anchors on board? If so he should state their number.

5. Did he personally examine the masts, rigging, general equipment and decks?

6. If the above examinations were made he should describe the condition of the parts in question.

7. With regard to the reported fractured keel plate and wasted rivets he should state whether these have been repaired, and if made good he should describe the nature of the repairs effected.

Further as regards the engines and boilers, Mr. Alexandre should state in detail on the form enclosed headed "Report of Survey for Repairs &c to Engines and Boilers" whether he examined the screw shaft (when drawn) also the propeller, stern bush, sea-connections, cylinders, pistons, slide valves, pumps, condenser, crank shaft, thrust shaft, tunnel shafts, the main and donkey boilers (internally and externally) together with their safety valves, also whether he adjusted the safety valves of the main and donkey boilers under steam to 75lb per square inch or a lower pressure.

I am, Dear Sir,

Yours faithfully,

Charles Woolrich Esq.,  
Lloyd's Agent,  
MAZATLAN.

Charles Woolrich Esq.,

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