

Sent to Chief Surveyor

11. 7. 92.

Received from Chief Surveyor

VESSEL'S NAME

Bakwin

Report

Rwc. No. 27448.

The remarks of the Chief 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.)

Nature of Survey

Damage by fire & grounding; also renewal of cement.

In consequence of damage sustained through fire and grounding the vessel has now undergone the following repairs viz:— Two main dk beams in Cross bunker taken out, faired, repaired & refitted, and one other main dk beam faired in place. Three plates in main dk plating renewed, and two other plates taken out faired and replaced. One plate in the main deck stringer faired in place. The cross bunker bulkhead repaired. One shell plate in the first strake below sheer strake on port side taken off, faired and replaced, and one plate in the sheer strake and one in the second strake below faired in place. Several deck planks on port side, and between the end of hatchway and bunker bulkhead renewed, and the deck thus recaulked. The bunker cleaned and recoated. And several other minor repairs effected.

The bottom of vessel examined in dry dock, several butts in bottom and bilges cleaned and cemented, a few rivets renewed in the middle, and the bottom recoated.

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The bottom plate referred to in the Hamburg Report on port side forward and the adjacent plate in the strake above have both been renewed. The double bottom trunks have been cleaned out and the asphaltic examined all fair and applied with Portland cement in way of the two new plates, and repaired in places in Nos. 1 & 2 trunks. The fore peak and No. 1 trunk tested. The vessel is reported to be in good and efficient condition, and is considered that she appears eligible to remain classed 100 tons and 1000 GRT.



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