

24 APR 1960

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

B

SHIP'S NAME "FOSSARUS" REPORT Sng. No. 13857

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, 24/5/62.)

The Notation "Surveys Overdue 8,57" appears in the Register Book.

The class is subject to No.3 keel plate, from aft, being renewed and to Nos. 1 & 2 keel plates, from forward, and sea inlet box (s.s.) being specially examined and dealt with as necessary next drydocking, also to wasted keel rivets forward/amidships being dealt with prior to recommissioning.

There is an S.R.L.Appendix Note.

A SPECIAL SURVEY (D) became due 8,57. Postponement until 8,58 approved 10.12.57 provided a satisfactory G.E. is held.

The ship has been laid up at Singapore since 9,57.

The SINGAPORE Surveyors now report (4,60), ship examined in dry dock and the shell and deck plating drilled as required by the Rules. They also report shell plating severely pitted on 'D' & 'E' strakes (wind and water) (p & s) and in some places riddled completely through in half inch diameter holes (stated caused by a type of sea worm).

Temporary repairs effected by welding and doublers to enable ship to be again laid up at anchorage pending Owners' decision either to submit the tanker for Special Survey or to sell same for scrap.

In view of the above IT IS SUBMITTED the Notation of "Surveys Overdue 8,57" be retained in the Register Book pending further information.

IN S.R.L. APPENDIX.

Shell plates in 'A' & 'B' strakes (p.s.f) set up.

NOTE:- Should the tanker be sold as scrap this would entail a voyage to Hong Kong and the Surveyors state that with this in mind they confirm the underwater parts are efficient for such a proposed voyage not later than end August, 1960, also if tanker submitted for S.S. the thicknesses of shell and decks as now ascertained by Singapore Surveyors (4,60) to be forwarded as soon as possible.



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602717-002724-0110