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Received by Chief Ship Surveyor.....

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VESSEL'S NAME **PANSIO**REPORT **Ham.**No. **884**

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.)

ACTION is **DEFERRED** pending further examination and repairs to fractured bilge plate in way of No. 12 cargo tank (s.s.) in dry dock at the earliest opportunity.

Permanent repairs required to indented side shell plating in way of No. 13 cargo tank (p.s.) at the next drydocking, and to (fractured) bilge strake (s.s.), (fractured) deck stringer plate, both in way of No. 12 cargo tank (s.s.), and (fractured) bulkhead plate between Nos. 6 & 10 cargo tanks at the earliest opportunity, also 15 fathoms of chain cable required to be supplied at the first opportunity.

The **HAMBURG** Surveyors report this tanker placed in dry dock, bottom coated and, in consequence of damage through various causes (6), extensive repairs effected to indented keel, bottom and side shell plating, etc. (p & s), including the items as above.

Repairs have also been effected to wasted bottom shell plating, fractured bulkhead plating and deck stringer plates, including the items as above.

IT IS SUBMITTED the vessel is eligible to remain as classed with record of docking survey 2.50, subject to 15 fathoms of chain cable being supplied at the first opportunity, but without other conditions.

2.50 Ham. Subject
Without.

and
C.S.S. Records Dept.
to note. *James*

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23.3.50

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Noted
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