

It was noted that the bottom longitudinals would require extensive renewals, but the exact number would need to be determined at the time of the actual survey. For guidance, however, in obtaining an estimate of the number to be renewed, where the deterioration of the internal structure is 30% or more of the original thickness, renewal would be required. However, only a maximum overall average reduction of about 12% and 9% on deck and bottom longitudinals respectively, is permissible in view of the effect on the longitudinal strength.

For further guidance in ascertaining the renewals of the internals, the following are the original thicknesses:-

Deck longitudinals	0.44"
Side & Bottom longls.	Nos. 1 - 11 inclusive, 0.44"
	Nos. 12 - 14 inclusive, 0.50"
	No. 15, 0.60"
	Nos. 16 - 26 inclusive, 0.50"
Transverses	0.50"
Centre vertical keel	0.50" face flat 1.00"
Centre deck girder	0.50"

It is assumed the additional stiffening in the form of straps, which were fitted to this class of tanker, is in good condition, but this would require to be confirmed and dealt with if found necessary at the Special Survey.

The thirteen sets of test results and the four sketches are returned herewith, but I shall be much obliged if, in future similar cases, plans and ultrasonic readings could be submitted in duplicate, so that one set can be retained in this office for record purposes.

Yours faithfully,

pro Secretary.

Messrs. Mobil Shipping Company Ltd.,
Pegasus House,
37-43 Sackville Street,
LONDON, W.1.

c.c. Lloyd's Register of Shipping, Hong Kong.