

LLOYD'S REGISTER OF SHIPPING

İSTANBUL BÜROSU

Rihtim Caddesi, Arzu Han 5/6 Tophane-İstanbul

Telegrams: Lloyd'surv, İstanbul

Telephone: 44.12.86

RECEIVED

10th January 1959.

23 JAN 1959

Ans'd.....

sn) (S)

Dear Sir,

Tanker "MIRAODR"

A telegram has been received from the Owner's representative of the above ship, which reads as follows:

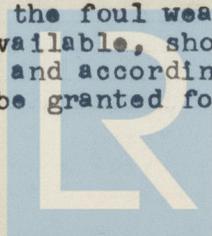
" OUR HEAD OFFICE CONTACTING YOUR HEADOFFICE LONDON. REQUEST URGENTLY YOUR REPORT APERTAINING RECENT VISIT MIRADOR KINDLY EXPEDITE AND OBLIGE SALIARIS "

Mr. JM Taylor attended onboard the ship on the 3rd January and after ascertaining the ship was in a seaworthy condition and recommending temporary repairs to enable the ship to be towed to a Mediterranean Port returned to Istanbul on the 8th January 1958 until such time the Owners decided the future movements of the ship.

A rough copy of the Report 8 is enclosed for your information, the final report will be forwarded when the Survey is completed that is when temporary repairs as recommended have been carried out.

The Owners have yet to decide where the ship will proceed for repairs or further examination. Telegrams have been received during my stay at Iskenderun requesting views on the following 2 proposals.

1)- The ship to discharge the remaining 2500 tons of fuel at Iskenderun. This in the Surveyors opinion is not practicable with the equipment at present available in Turkey. No Jetties are available for the ship to be moored to, Iskenderun is an open port, with no protection against the foul weather that is experienced here. The tugs available, should the ship require moving are inadequate and according to the Port Captain, permission would not be granted for their use.



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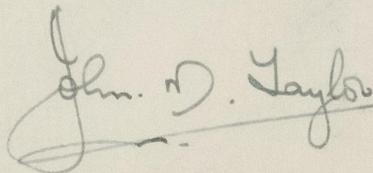
An American tanker is due at Iskenderun, but unless this ship is fitted with portable air or Steam pumps that can be lowered into the " MIRADOR " cargo tanks, the position would be extremely hazardous and little or no purpose served.

2)- The Owners requested position should they require the ship to be towed outside the Mediterranean Area. The Surveyors recommendation would remain the same, in so much that, in view of the lack of a thorough examination of the structural damage in Nos 9 and 10 cargo tanks and Pump room the ship should be towed direct to a Mediterranean port for discharge of the remaining cargo, gas freed and further examined internally with a view to extending the limits of the Interim Certificate.

The ship is at present on an even keel, all leakage in the Boiler and Machinery space stopped, only a very slight leakage of water through an inlet opening in the pump room, which is being efficiently controlled by a small air pump when required. Apart from the sheerstrake lower seam and the fracture in the deck plate, no other serious deformation or fractures are visible by the Surveyor above the 22'-6" waterline and according to the Diver none below the waterline externally, this, coupled with the lack of any serious influx of water would appear to confirm the examination made.

In conclusion, it is the Surveyor's strong recommendation that the ship at present without any form of power or steering be towed direct to a Mediterranean Port without delay.

For the Surveyors,
Yours faithfully,



John M. Taylor.



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