

red by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

SEL'S NAME ss "ST. ELWYN"

REPORTS

(	Cpn.	12697
(	Cpn.	12709
(	Ant.	No. 25359
(	Cpn.	12719

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.)

This vessel was built in 1940 and classed with the British Corporation BS\* (With freeboard).

Classification with this Society was desired October 1948.

For full particulars, see endorsements and correspondence.

The COPENHAGEN Surveyors report (5.49), the vessel examined afloat, and a Modified Special Survey for Classification, (See Endorsement 13.12.48) commenced.

The Surveyors report, on account of two damages due to contact with dock wall, shell plating (s.s.) abreast Nos. 2 & 3 holds and in 2nd strake below sheer (p & s.f.) indented, recommended to be repaired at Owners' convenience (B).

The COPENHAGEN Surveyors later report (5.49), the vessel examined afloat and on account of damage due to grounding, all tanks and bilges sounded, and no evidence of leakage found. Steering gear tried and found in order. Recommended to be specially examined at the next drydocking (grounding).

The ANTWERP Surveyors later report (5.49), the vessel examined afloat, the Modified Special Survey as above, completed.

The Surveyors report, on examination of No.2. hold, a cement box was found (s.s.), on 2nd strake below main deck and No.14 frame from cross bunker bulkhead. The cement box found to be efficient, and it is recommended the shell plating in way be further examined and dealt with at the next dry docking.

P.T.O.



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NIN OCEAN ENDURANCE

"ST. EDWIN"

The COPENHAGEN Surveyors in a First Entry Report, report the vessel appears to have been built in accordance with the plans approved by the Committee for the class 100A1 "With freeboard".

The equipment of anchors and chain cables on board complies with the Rules with the exception of 45 fathoms of chain cable which requires to be supplied at the earliest opportunity, and it is submitted the figure '1' and Notation 'Lloyd's A & CP' be assigned.

It is further submitted the vessel is eligible to be classed 100A1 "With freeboard", with Notation of 'ss. 6.48' as previously recommended, WHEN the bottom has been specially examined at the next dry docking (grounding), and shell plating in way of cement box, as above, dealt with at the next drydocking.

100A1 "With freeboard" "Fitted for oil fuel FP above 150°F"  
"Longitudinal framing at bottom and Deck".  
ss Lon. 6.48

Classed 5.49.

1 Dk & Shelter Dk.

Cell DB 372' 1207t, FPT 174t, APT 168t.

FK, 6 BH (Coll to Sh. Dk, 5 to 2nd Dk), "One intermediate BH dispensed with".  
pt. Cem. Lloyd's A & CP.

F 39'

O.L. 453.7'

"at"

2"

INSERT IN S.R.L.

✓ Drydocking (grounding).

Shell plating in way of cement box  
No.2. hold (s.s.) to be dealt with  
next drydocking.

45 fathoms of chain cable to  
supply earliest opportunity.

ENDORSEMENTS OF CLASS (B).

✓ Indented shell plating (s.s.) abreast  
Nos. 2 & 3 holds, and 2nd strake below  
sheer (p & s.f.).

NOTE :- The Owners might be informed, provided  
selected D.B. tanks be submitted for internal  
examination, and no material deterioration found,  
a record of Special Survey 5.49  
could be assigned.



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E.A.D.

30.6.49.

Lloyd's Register  
Foundation

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