

14th. November, 1945.

Dear Sirs,

S.S. "TOKAR".

In reply to your letters dated the 3rd. & 8th. instant
I quote hereunder a reply by cable received today from London:-

" TOKAR 14835 THIRD SPECIAL SURVEY NUMBER THREE
REQUIRED FOR RECLASSIFICATION INCLUDING DRILLING
OF SHELL PLATING STOP FULL PARTICULARS OF EQUIPMENT
SHOULD BE FURNISHED ALSO PARTICULARS ANY STRUCTURAL
ALTERATIONS SINCE CLASS LAPSED LETTER FOLLOWS =

COMMITTEE.

I shall be pleased if you will ^{now} kindly prepare the vessel
for survey as follows:-

HULL.-

The vessel is to be placed on blocks of sufficient height in a
dry dock or on a slipway; proper stages are to be made, and the holds
and peaks to be cleared for examination.

Shell plating to be drill tested as required.

The steel work to be exposed for examination and the rust removed,
and, to enable this to be done, the close and spar ceiling, casing
of pipes, and sufficient lining in way of sidelights are to be removed

The cement chocks at the vessel's sides are to be examined, and portions
removed, in order that the condition of the structure in way thereof
may be ascertained.

The coal bunkers are to be cleared for examination, and the ceiling
is to be removed. The bilges and limbers all fore and aft are to be
cleaned out, so as to allow of these parts being properly examined.



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If necessary, holes to be drilled in any portion of the structure where signs of wastage are evident, in order to ascertain the thickness of the material.

Any parts of the structure which are found defective or materially less in substance than is required by the Rules are to be removed and replaced with proper materials, equal in substance and quality to that used in the original construction of the vessel.

The double bottom tanks are to be tested by a head of water to the light water-line, but in no case less than 8 feet above the inner bottom.

Where peak tanks or other deep tanks for carrying water ballast are fitted, their water-tightness is to be tested by a head of water not less than 8 feet above the crown of the tank.

All double bottom tanks are to be cleaned out, to admit of their being properly examined inside, special attention being given to the tanks under the boilers.

The chain cables are to be ranged for inspection, and the anchors and chains are to be examined and placed in good working condition.

The chain locker is to be examined internally.

The masts, spars, rigging and general equipment must be examined and either found, or placed, in good and efficient condition. All mast and bowsprit wedging is to be removed.

The hatch covers and supports throughout are to be examined in position at the hatchways.

The ventilator coamings and covers are to be examined.

The rudder, quadrant, tiller, steering gear, engine, and its connections and ~~telemeter gear~~ are to be examined.

It is recommended that a set of spares for steering gear as required by the Rules be provided.

The various parts of the auxiliary steering gear are to be examined.

The windlass, pumps, sluice valves, watertight doors and air and sounding pipes are to be examined.

The freeboard recorded in the Register Book to be verified.



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MACHINERY.-

The propeller, stern-bush, sea connections and their fastenings are to be examined while the vessel is in drydock.

The screw shaft is to be withdrawn for examination.

The cylinders, pistons, slide valves and crank shafts and all bearings of reciprocating engines, together with thrust and intermediate shafts, pumps and condensers, are to be examined and the condenser is to be tested.

Auxiliary Machinery to be examined.

The valves, cocks, pipes and strainers of the pumping arrangements are to be examined.

The boilers and superheaters are to be examined internally and externally, and if deemed necessary, both boilers and superheaters are to be drilled or tested by hydraulic pressure.

The steam pipes and the principal boiler mountings are to be examined and the safety valves set to the safe working pressure.

A number of main steam pipes, also of auxiliary steam pipes over 3 inches bore, made of iron, steel or solid drawn copper, supplying steam for essential services at sea, are to be removed for examination and tested by hydraulic pressure to double the working pressure.

The electrical equipment is to be examined.

All spare gear to be examined and items to be supplied as found necessary as per Rules.

On the result of above examination of Hull and Machinery etc. recommendations will be made for further examination and repairs as found necessary.

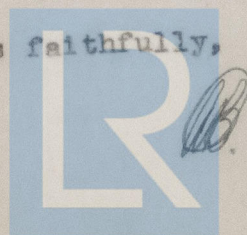
It will also be noted that the Committee of Lloyd's Register desire full particulars of equipment and I shall be pleased if you will kindly furnish a list at your convenience in order that the necessary examination can be made.

Particulars of any structural alterations since class lapsed in 1934 should also be forwarded to this Office.

I shall be pleased to attend on board immediately I hear from you that the vessel has been prepared for survey as stated.

Yours faithfully,

Messrs. Transoient Shipping Co.,
ALEXANDRIA.



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