

COPY.

8 JAN 1946

# Lloyd's Register of Shipping.

D 280



Port ALEXANDRIA.

22nd. December, 1945.

This is to Certify that

A. C. BONE,

the undersigned Surveyor to this Society did at the request of The TRANSORIENT SHIPPING COMPANY, Alexandria, on behalf of the Owner, attend on board the S.S. "TOKAR" 258 tons gross (Egyptian) afloat, on the 27th. & 30th. November, 1945 whilst this vessel lay in the inner harbour of this Port for the purpose of examining the vessel for reclassification (3rd. Special Survey N<sup>o</sup>3).

Now done:-

The fore and aft peak tanks and spaces, Nos. 1 & 2 holds (common), machinery and bunker spaces, decks and steering gear (opened up) examined, plating drill tested where considered necessary and as far as seen, defects were noted as follows with recommendations for permanent repairs:-

Stem plates 2nd. strake below sheer and stem bar in way buckled, shell plates to be removed, faired and refitted and stem bar to be faired in place.

2 shell plates Port side and 1 shell plate Starboard side corroded through in way shell frames (fore peak space) and to be renewed.

Fore peak tank top plating badly wasted and corroded through and to be renewed complete with tank top shell frame brackets.

2 stringer brackets connecting to collision bulkhead badly wasted and to be renewed (fore peak space).

2 shell frames collision bulkhead (fore peak space) badly wasted and to be renewed.

1 plate collision bulkhead corroded through and 1 plate badly wasted and to be renewed.

Chain locker side plates corroded through at bottom (cable in locker) and to be cropped and part renewed.

Nos. 1 & 2 holds (common) all shell frames at sides Port and Starboard generally thin and slightly buckled and to be renewed complete (shell frames at bottom covered with cement).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Nos. 1 & 2 holds all floors (open) generally wasted and corroded through at bottom in way cement and to be renewed.

Hatch cover bearing angle bars N°8 hatch, to be removed, rust freed and rivetted.

All shell frames, floors, intercostals and stringers in Stokehold under Boiler and platform generally badly wasted and to be renewed.

Shell frames, floors and intercostals at for'd end of Engine Room under platform generally badly wasted and to be renewed.

Cross bunker, 6 bulkhead plates badly wasted, 8 bulkhead stiffeners badly wasted, 6 shell frames and floors and stringer angle bars badly wasted and to be renewed.

Bulwark plating main deck forward Starboard side badly wasted and corroded through and to be renewed.

3 freeing port shutters to be renewed.

Main deck plating Port side (drill tested) 3 stringer plates (1 corroded through and 2, thickness  $9/32$ " and  $5/32$ " respectively) to be renewed. Adjacent strake 2 plates (1 -  $5/32$ " thick and 1 -  $1/8$ " thick) to be renewed.

Main deck plating Starboard side (drill tested) 6 stringer plates (thickness ranging from  $9/32$ " to  $3/32$ " ) to be renewed. Main deck gunwale angle bar badly wasted and to be renewed.

Quarter deck Port side (drill tested) 3 stringer plates (1 plate corroded through, 1 plate  $9/32$ " thick and 1 plate  $3/16$ " thick) to be renewed.

Quarter deck Starboard side (drill tested) 3 stringer plates ( 1 plate  $3/16$ " thick, 1 plate  $5/32$ " thick and 1 plate  $1/16$ " thick) to be renewed.

Deck head plating above saloon (bridge deck) stringer and tie plating badly wasted and to be renewed.

Saloon forward bulkhead 2 plates, 1 bracket and 1 shell frame Starboard side badly wasted and to be renewed.

2 plates supporting upper bridge at aft end badly wasted and to be renewed.

Forecastle deck wood sheathing found to be 2" thick and to be renewed as per Rules.

1 length steering chain, 4 sheave pins and 2 adjusting screws badly worn and to be renewed.

Tiller slack on rudder post and to be removed for further examination.

Auxiliary steering gear blocks and tackles to be fitted and locking arrangements to be fitted to tiller.

Port hawse pipe badly wasted and to be renewed.

As a result of above examination (last visit 30th. November, 1945) it was further recommended that the cement in the fore and aft peak tanks, cement in bilges in holds and machinery spaces be removed and all structure in way to be scaled to allow complete examination of these parts to be made.

S.S. "TOKAR".

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No further request to continue the survey has been made and this report on above named vessel, as far as seen, is now issued at request of the Agents acting on behalf of the Owner

*H. C. Jones.*

Surveyor to Lloyd's Register.

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|------------------|---------------------|
| Surveyor's fee:- | £ 20.000 m/m        |
| Cost of Cable:-  | .425                |
| Expenses:-       | <u>.600</u>         |
|                  | £ 21.025            |
| Stamp Duty:-     | <u>10</u>           |
|                  | <u>£ 21.035 m/m</u> |



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