

By Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "WILLIAM CHARLICK 4"

REPORT

H.Kg.

No. 11915

The remarks of the Chief Engineer 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.)

Survey REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

This vessel was reported a constructive total loss in May 1952 and a notation "To be broken up" inserted in the Register Book.

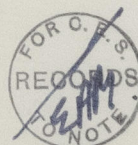
A survey for reclassification has now been held in drydock.

Screwshaft drawn, found deeply corroded at big end of taper and now renewed. Stern tube rewooded. All main bearings remetalled and tailshaft coupling bolts renewed.

Recommendations: The vessel has now been converted for burning oil fuel in accordance with approved plans and Rule requirements except that an additional 2" air pipe requires to be provided for No. 7 D.B. tank and, if the centre girder is oil tight, this air pipe should be fitted on the port side and a sounding pipe with self-closing cock be provided for the starboard tank. It is considered that this matter should receive attention before the vessel's class is re-instated in the Register Book.

IT IS SUBMITTED action be deferred.

*WJ*  
28.7.54



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