

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

mn
ESSEL'S NAME

LIVINGSTON ROE

REPORT

Arw.

No. 984

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, 24/5/82.)

This tanker, built in 1921, became due for the 2nd S.S. No. 3 in February 1945. Since that date she has been operating for class maintenance on annual General Examinations.

She was last submitted to the requirements of a General Examination in February of this year, when it was found that the bottom plating was deeply wasted, pitted, corroded, and holed, in a number of places.

The shell plating was drill-tested, with results which indicated that the wastage on either side of the vessel was equivalent to the loss of 4 strakes of shell plating. Repairs, consisting mostly of patches, were effected.

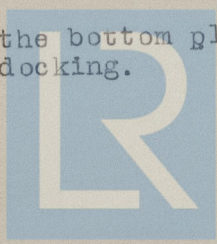
In endorsement dated 24th March last, Mr. Bennett pointed out that the vessel is dual-classed, and the American Bureau of Shipping agreed to permit her to trade for 12 months with a reduction in draught of 6 inches.

The American Committee agreed to the "Examined" notation of "2.48", valid for 12 months, being assigned and the Class amended FROM 100A1 "Shelter dk with freeboard" "Carrying Petroleum in bulk" TO 100A1 "Shelter dk with freeboard" "Carrying homogeneous cargo of petroleum in bulk" "For Service in the Gulf of Mexico and Caribbean Sea".

In April the ARUBA Surveyor reported a number of cement boxes fitted in Nos. 3 & 5 tanks over wasted plating. Mr. Bennett was informed (22.6.48) of the contents of this Report, with a request that he arrange for the vessel to be specially examined in dry dock at an early date. He now writes to say this is not possible until the Fall.

The ARUBA Surveyor reports (7.48) the vessel examined afloat at the request of the Master in order to examine further cement boxes, fitted at sea, stated to cover locally-wasted areas in 'E' strake of the bottom shell plating. These cement boxes were found efficient.

The Surveyor recommends the bottom plating be specially examined and repaired at the next dry docking.



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"LIVINSTON ROE"

The above and previously-reported defects are sufficient to warrant the vessel's class being expunged from the Register Book with a black line, denoting reported defects.

It is a matter for the consideration of the Committee whether this action should be taken now.

It may be desirable that Mr. Bennett should first discuss the case with the American Bureau of Shipping in the light of the ARUBA Reports, and be again instructed to take the matter up with the Owners with a view to the vessel being dry-docked and specially examined by a Senior Ship Surveyor as soon as possible, without fail, so that all essential repairs can be effected in order to ensure her strength and seaworthiness.

CRM

11.8.48



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