

19 SEP 1941

Received by Chief Ship Surveyor.....

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VESSEL'S NAME..... TORNATOR. Rpt. Kob No. 11838

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.)

The class is subject to the vessel being examined in dry dock after unloading cargo and to stem and stem plating being repaired at the next dry docking. (Temporary repairs have been effected to a fractured shell plate).

Repairs to fire damage, to deck casings, bulkheads, tunnel etc. are required and in June 1939 the Oslo Surveyors recommended all damage repairs be effected and windlass and steering gear be opened out for examination before the vessel was re-commissioned.

Action was accordingly deferred.

On receipt per New York of Interim Certificates issued by Oslo Surveyors in July 1940 a fresh record of survey 7.40 and a notation of S.S. No. 3-7.40 were assigned. These were not recorded in the Register Book (see Endorsement 10.12.40)

It may be assumed that all outstanding repairs etc. were dealt with at Oslo.

The KOBÉ Surveyors report (6.41) the port bower anchor and 15 fathoms of chain cable lost. The spare bower anchor has been fitted on port side.

The Master states these deficiencies will be made good on arrival U.S.A.

It is recommended this be done at the first opportunity.

It is submitted the vessel appears worthy to remain as classed without record of survey subject as recommended but without other condition.

As Now, Subject etc.
Without etc.

Delete from S.R.L.: - Fire damage and other repairs.

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