

by Chief Ship Surveyor

Received from Chief Ship Surveyor

L'S NAME

"LISS"

Rpt. Got.

No. 12111

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 repairs to the sternframe

being specially examined at the next drydocking.

The Progressive Survey of Oil Tanks in connexion with the 2nd S.S.no.1 due 8,38 has been partly held.

The Gothenburg Surveyors now report the vessel examined on a floating dock, the bottom cleaned and coated and on account of damage sustained during heavy weather a shell plate has been faired and repairs effected to shell riveting, outer plates, angle and T bar connections, tank top gusset angles etc.

The Special Survey has been held in its entirety except for the internal examination of the oil fuel bunker which compartment was examined for Progressive Survey in March, 1937.

Repairs have been effected to the boiler room tank top plating, doublebottom tank end and oil hatches.

The repairs to sternframe, as above, have been specially examined and found satisfactory and the Surveyors recommend the condition regarding same may now be deleted.

The bottom plating in way of No.2 cargo tank was found worn and the Surveyors recommend further examination at the next drydocking.

Shell plates B5 (p & s.) require to be renewed and, as time did not permit of this being done meantime, the Owners propose to renew them at the next drydocking.

"LISS"

The Surveyors recommend accordingly.

(2)

The Surveyors also recommend 15 fathoms of defective chain cable be renewed.

(3)

It is submitted action be deferred for further examination <sup>renewals</sup> and repairs to shell plating in way of No.2 cargo tanks.

*Handwritten:* 9.12.38 B.

Insert in S.R.L:- Bottom plating in way of No.2 cargo tank to further examine and shell plates B5 (p. &s.) to renew at next drydocking, 15 fathoms of chain cable to supply. Oil fuel bunker to examine internally by 3,41.

Delete from S.R.L: Examination of sternframe repairs  
Progressive Survey of oil tanks.

*Handwritten:* See letter 2.1.39.

~~The Certificate of Classification to be endorsed Progressive Survey of Oil Tanks and the same notation to be printed in the Register Book.~~

With reference to the Interim Certificate a copy of which is attached, the Surveyors might be informed that, as the year of grace will not expire until the end of August next, action has been deferred to provide an opportunity for the wasted bottom plating in No.2 tank being dealt with as recommended and the shell plates B5 (p. & s.) being renewed before the notation of S.S.No.1 (not No.2 as in Cert.B.) be assigned.

It would appear that the recommendations on page 1 of Rpt.8 and in the Interim Certificate should be supplemented as regards the examination of the bottom plating in way of No.2 cargo tank.

*Handwritten:* As the Special Survey has been held almost in its entirety at this time, the system of Progressive Survey of Oil Tanks is no longer required to be applied.