

7 - DEC 1949

Chief Ship Surveyor

Received from Chief Ship Surveyor

CS NAME MARKAB

REPORT

Bhn. No. 35

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 sternframe in way of oter (E.W. 10.47 & 3.49), also boss plates (p & s) (E.W. 3.49) being specially examined at next drydocking, and to (a bower anchor and 45 fathoms of chain cable being supplied).

The BREMERHAVEN Surveyors report the vessel placed in dry dock, bottom coated and, in consequence of grounding damage, repairs effected to indented bottom shell plating (p.s.f.).

The vessel has now been converted for burning oil fuel in accordance with approved plans.

The after bulkhead of No. 3 hold ( No. 75) removed and dispensed with, approved cantilever stiffening being fitted in lieu, and bulkhead at No. 68 frame now modified W.T. in accordance with approved attached plans.

The stern frame and boss plates, as above, continue efficient.

IT IS SUBMITTED the vessel's class be amended to E100AL "With freeboard" "Fitted for Oil Fuel 10.49, F.P. above 150°F.", with record of docking survey 10.49, subject as above.

E100AL "With freeboard"

"Fitted for oil fuel 10.49, F.P. above 150°F."

10.49 Bmn. Subject.

ENDORSEMENT OF CLASS (B)

Indents in side shell plating (p & s).

CARGO BATTENS NOT FITTED.

It is further submitted the Surveyors be requested to confirm that a bower anchor and 45 fathoms of chain cable still require to be supplied, as it is noted that they state in their report there are 3 bower anchors on board.

(See Clip 14 Com. & Plans  
Sub Records 8/12/49)



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