

Inspected by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME MARI II Rpt. Ply No. 7503

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.)

Signature of Surveyor..... Classification 2nd. S.S. No. 3. due

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in *DECIMALS* of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.		Std.	Port.	Std.
BRIDGE SHEER STRAKE.....	.31															
Strake below.....	.31															
SHEER STRAKE.....	J	.63	.63	.63	-	-	.43	.56	.56	-	-	.43	.44	.44	-	-
1st Strake below.....	H	.51	.38	.38	.13	.13	.39	.44	.38	-	.01	.39	.44	.44	-	-
2nd " ".....	G	.51	.44	.44	.07	.07	.39	.44	.44	-	-	.39	.44	.44	-	-
3rd " ".....	F	.51	.44	.44	.07	.07	.39	.44	.44	-	-	.39	.38	.38	.01	.01
4th " ".....	E	.47	.38	.38	.09	.09	.43	.38	.38	.05	.05	.43	.38	.38	.05	.05
5th " ".....	D	.47	-	-	-	-	.39	.38	.38	.01	.01	.39	.38	.38	.01	.01
6th " ".....	C	.47	-	-	-	-	.39	.44	.38	-	.01	.39	.38	.38	.01	.01
7th " ".....	B	.51	-	-	-	-	.39	-	-	-	-	.39	.38	.38	.01	.01
8th " ".....	A	.51	.44	.44	.07	.07	.43	.50	.44	-	-	.43	.44	.44	-	-
9th " ".....																
10th " ".....																
11th " ".....																
12th " ".....																

PRESENT RULE

Bottom (ex keel) .45 - .38
Sides (ex topsides) .45 - .38

Drillings at ends to be made in the vicinity of the peak bulkheads.

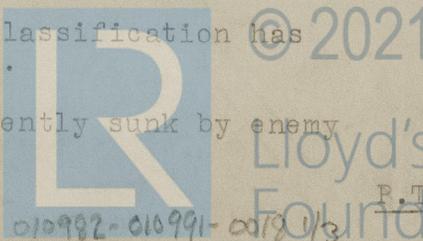
This vessel was built in 1918 and classed with the Bureau Veritas.

Repairs are required to the stem and stem plating at the first convenient opportunity, to the boiler room forward tank end plate and floors (p.s), forecastle deck plating and deck stringer plate and sheerstrake plate abreast No. 1 hatch (p.s).

Notations of '100A1 - Class contemplated' and 'Examined 1.41', valid for 12 months, have been assigned.

A Special Survey for Classification has been partly held. (See endorsement 24.2.41).

The vessel was subsequently sunk by enemy action and refloated.



"MARI II"

The PLYMOUTH Surveyor reports (11.41) the vessel placed in dry dock, bottom coated and a Classification Survey 2nd S.S. No. 3 held. Renewals and repairs to shell and deck plating, framing, bunkers, hatchways, masts, rigging, bulwarks, deck house, ventilators etc. effected.

210 fathoms of new chain cable supplied to replace defective cable. There remains a deficiency of 30 fathoms permissible until the end of the present emergency. (1)

All outstanding repairs permanently dealt with except as below.

The temporary repairs to the stem etc., as above, examined and found efficient.

The shell plating has been drilled, with results as shown above, which appear to be satisfactory.

The three bower anchors and the stream anchor on board are in order as regards weight, but no marks were decipherable and no certificates were available.

It is submitted that these might be accepted subject to their being tested at the end of the present emergency.

See
Special
Endorse-
ment
(2)

The scantlings throughout are stated to have been verified, and a First Entry Report has now been forwarded.

It is submitted the vessel is worthy to be classed 100A1, with record of docking survey 11.41 and notation of S.S. 2nd No. 3-11.41, subject to stem and stem plating being permanently repaired at the first convenient opportunity, (to 30 fathoms of chain cable being supplied and to the bower and stream anchors being tested).

See Special Endorsement

100A1)
11.41 Ply) Subject, etc.
S.S. Ply 2nd No. 3-11.41)

1 Dk

Cell DB 187' 288t, FPT 54t, APT 14t

FK, 4BH, Cem



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P.T.O
Lloyd's Register
Foundation
0018 2/3

"MARI II"

B 57' F 32'

O.L. 247.5'

P

The Certificate of Classification to be endorsed "*Cargo battens not fitted*" and the same notation to be printed in the Register Book.

X
The Surveyors should be informed it is concluded the bracket floor ~~recess frames~~ frames and vertical struts are as indicated on the midship section, but he should state if this is so. He should be requested to furnish the thickness of the bridge and forecastle deck plating and particulars of sheathing if fitted.

J.C.D.
22.6.42

The undue delay in forwarding the report has already been taken up with the Surveyor



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0018 2/3