

Received by Chief Ship Surveyor.....

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VESSEL'S NAME

"MARI II"

Rpt.

Off

No. 53772

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.)

This vessel was built in 1918 and classed with the Bureau Veritas. She has now been acquired by the Ministry of Shipping (Managers Shamrock Shipping Co.), and classification with this Society is now desired.

For this purpose a Classification Survey 2nd S.S. No. 3 is required to be held and the requirements of the Rules for unclassified vessels complied with.

Plans, if available, required to be submitted for consideration and a First Entry Report furnished showing the scantlings and arrangements etc. and particulars of equipment.

A partial General Examination was held by the Greenock Surveyors in December last.

Collision damage to stern and starboard quarter requires to be dealt with, also damage through ranging to stem and stem plating, port side bulwark deck stringer and sheerstrake in way of No. 1 hatch etc. / *done*

CARDIFF

The Surveyors now report the vessel placed on a pontoon, bottom coated, and the damaged stem and stem plating, as above, examined ~~and found efficient~~ and temporary repairs carried out. *not done*

The Surveyors recommend this be permanently dealt with at the first convenient opportunity.

The other damage, as above, also examined, repairs effected to steering house and bulwarks.

A General Examination has now been fully dealt with, repairs or renewals effected to framing, bulkhead etc.

In the boiler room tank the forward tank end plate (p.s) found fractured has now been temporarily repaired with cement. *done*

3 partly wasted floors in the boiler room tank (p.s) could not be dealt with at this time. *done*

These items, together with the stem plating and the shell and deck plating (p.s) abreast No. 1 hatch, are considered efficient for 12 months, when they are recommended to be further examined and dealt with as necessary at the next

"MARI II"General Examination. *X*

The examinations of the bottom and rudder, chain locker, fore and after peak tanks, steering gear and connections, are recommended to be accepted as part of the Classification Survey.

Plans of midship section and general arrangement have been submitted for examination (see separate endorsement).

The Surveyors recommend notations of Class contemplated and 'Examined 1.41'.

It is submitted the Surveyors' recommendations be concurred in.

Insert in S.R.L

100A1 (Class contemplated)
Examined 1.41 - for 12 mos.
B.R. tank end plate (p.s)
and floors (p.s) and forecastle
shell plating and sheerstrake
plate and deck stringer abreast
No. 1 hatch (p.s). *X*

*Qtd**24.2.41**/c.d*

*S.S. for Classification
partly held.*

Amended in SRh

*Permit rps to stem + stem plating
at 1st convt opportunity*

Delete from SRh

Rps to stern + starboard quarter

X The Surveyors should be informed the equipment number has been computed & corresponds with letter 'p' Table 53 of the Rules. During the present emergency, it is permissible to dispense with 30 fathoms of chain cable & the length of cable on board is therefore ^{mentioned} in order. They should state, however the length of chain cable found worn below the Rule limit $1\frac{5}{32}$ as this will require to be renewed. Particulars of the weights of the anchors, if these were ascertained, should also be furnished. It appears that advantage might have been taken of the present opportunity to stuff some of the scuttles etc.