

Ship Surveyor

Received from Chief Ship Surveyor

LME Tw.Sc. m.v. "SHELL 15"

REPORT

Lis.

No. 5238

marks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points entered in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This unclassified motor tanker was built in 1924.

Special Survey for Classification was carried out at Lisbon (9.47) including drilling of shell plating.

It was then decided by the Owners not to proceed with classification, however, in 9.50 the vessel was again submitted for complete Classification Survey at Lisbon.

The Surveyors now report that the vessel has been examined in dry dock and all necessary repairs effected, including renewal of certain shell plates as previously recommended at survey 9.47. Sounding and drainage arrangements of cofferdam and fore peak drainage now modified to conform to Rule requirements. Bulkhead plating renewed as necessary and minor general repairs carried out.

Equipment on board has been verified and found to be generally in accordance with the requirements of Table 53 for Equipment **Letter "c"**, however, no marks could be observed on the anchors or chain cable and no certificates are available.

It is submitted that this vessel is eligible to be classed 100A- "Carrying Petroleum in bulk" "For Service between Cape Verde Islands, and Dakar", with record of docking survey 11.50 and the notation of s.s. Lis. 11.50.

100A- "Carrying Petroleum in bulk "For Service between Cape Verde Islands and Dakar"

11.50 Lis.

ss. Lis. 11.50

Classed 11.50

*(10) recommended
See Memo of 8/55*

1 Dk

APT 13t,

FK, 11 BH

Mchy Aft.

O.L. 125'

Extreme breadth over belting : 24.2'

"c"

[Handwritten mark]



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"SHELL 15"

It is also submitted that the Surveyors should be requested to state if vertical stiffeners have now been fitted to hatch coamings of Nos. 1, 2 and 3 tanks (p & s), and also air pipes, overflow, sounding arrangements of the oil fuel bunkers and the control of suction valves are now in accordance with Rule requirements as previously recommended 9.47.

It is concluded that the hawsers and warps are complete, ~~and in accordance with the Rules~~ however the Surveyors should be requested to state if this is so. X

*see letter
7.2.51 A.H.*

A.H.

26.1.51

both



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