

Survey
Cell DB

5c.10.49.

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SEL'S NAME "T.W.1" REPORT Lon. No.126447

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

In cases which have to be submitted to 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, 24/5/52.)

of Survey PERIODICAL SPECIAL SURVEY TYPE 4 due 8,51 (Ship over 29 years old).

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

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thick-ness	Thickness by drilling.		Diminution if any.		Original Thick-ness	Thickness by drilling.		Diminution if any.		Original Thick-ness	Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
RIDGE SHEER STRAKE																			
ridge Strake below																			
SHEER STRAKE E.....	34	37	35	-	-	30	25	30	5	-	30	25	20	5	10				
Strake below D.....	34	30	30	4	4	30	37	30	-	-	30	35	35	-	-				
Bilge C.....	36	30	37	6	4	32	25	27	7	5	30	STEALER				* plates removed.			
" B.....	36	37	37	-	-	36	35	37	1	-	30	35	37	-	-				
" A.....	36	30	37	6	-	36	30	40	6	-	30	27	27	3	3				
KEEL.....	50	50		-		40	45		-		38	-		-					
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Drillings at ends to be made in the vicinity of the peak bulkheads.

This ship is classed BS* (Bulk Oil Carrier).

A SPECIALS URVEY TYPE 4 became due 8,51 but postponement until 12,51 approved 14.9.51.

ACTION is DEFERRED for Special Survey by 12,51.

As a result of wastage in structure reported by the London Surveyors (refer Lon.Rpt.No.123173 of 9,51 and memo dated 5.2.52) the Owners were advised that for ship to maintain her class she must be stopped for Special Survey by end of February 1952, otherwise the class would be expunged from Register Book.

The Owners advised 13.2.52 that part of the necessary steel has been delivered and they intend to deal with the worst plates at an early date. In reply they and the London Surveyors were informed 19.2.52 that provided a complete examination as for a Special Survey is carried out including drydocking and the most important of the wasted parts dealt with, deferment of the Special Survey would be granted, with the term being dependent upon the extent of the repairs outstanding, with

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AND FI
before the

"T.W.1"

the class service limits as proposed. Refer also to subsequent correspondence.

The LONDON Surveyors report (10,52), this tanker examined in dry dock, bottom coated and the requirements of a SPECIAL SURVEY TYPE 4 largely complied with.

TO COMPLETE THE S.S.:- See this Report.

On account of wear and tear repairs effected to shell and bulkhead plating.

Recommendations have been made for wasted deck plating, fiddly top, frames, floors, beams, etc. in cargo tanks to be renewed, but this work has not been carried out.

The ship is stated to be now in service. |||

The thicknesses of the shell plating as ascertained by drilling are as stated above and together with the renewals are considered satisfactory.

In view of the year of grace having expired in 8,52, the uncompleted necessary repairs to wasted structure in way of cargo tanks and the ship being again in service, the case is submitted for the consideration of the Committee.

MR.
27-253



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