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ived by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SSEL'S NAME "SCHUYLKILL" REPORT Nwc. No. 103399

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.)

A further General Examination becomes due 2.46.

The class is subject to permanent repairs to bottom plating in way of No.6 main cargo tank (p.s.f) at the next dry docking, to shell plate riveting in way of No.2 web frame in E.R. (s.s.) at the first convenient opportunity, to indented shell plating etc. (s.s.f) and buckled bulkheads between Nos.1 & 2, 3 & 4 and 5 & 6 main tanks (p.s.) being dealt with at the Owners' convenience, to 15 fathoms of chain cable being supplied at the first opportunity and to (a bower anchor being tested and 60 fathoms of chain cable being supplied).

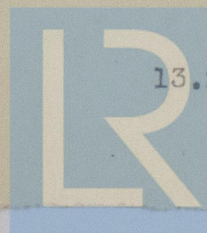
The NEWCASTLE Surveyors report (12.45) this vessel afloat, a GENERAL EXAMINATION commenced, but in view of the extent of the repairs found necessary, the Surveyors consider the vessel should be examined for Special Survey.

In view of the extensive nature of the repairs necessary, no definite decision has been reached as to the vessel's future and she remains at present laid up in the River Tyne.

The Surveyors point out that in the event of the repairs not being carried out and the vessel being required to make a voyage overseas to act as an Oil Storage Vessel, it is recommended she be dry docked before proceeding.

It is submitted action be deferred pending further information with regard to the vessel's future.

Write Owners



13.2.46.

Lloyd's Register
Foundation