

42.
red by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SEL'S NAME CAPE CORSO REPORT Hul No. 51553

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.)

The class is subject to permanent repairs to indented shell plating and framing (s.s.f) and to buckled collision bulkhead at the Owners' convenience.

The HULL Surveyors report the vessel placed in dry dock, bottom coated and indented plating etc. and collision bulkhead, as above, examined and found efficient.

On account of damage by ice, stem and side plating (p & s) found indented. Temporary repairs effected by overhauling of riveting and caulking and the Surveyors recommend permanent repairs at the Owners' convenience.

On account of heavy weather damage, repairs effected to 3 bulwark stays and a tarpaulin and 2 hatch beams renewed.

On account of damage by cargo a tarpaulin renewed.

On account of collision, shell plates K.3, L.3 & 4, (s.s.f) found indented. Riveting and caulking overhauled.

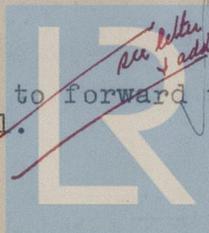
Cause not stated, keel plates Nos.1,2,11,12,13 and adjoining A strakes (p & s) found indented, 4 floors on No. 5 D.B. tank (p.s) found buckled. Riveting and caulking overhauled and stiffeners fitted to buckled floors.

A GENERAL EXAMINATION held for postponement of the 1st S.S. No.3, due 8,41.

Wastage found in floors, intercostals, shellplating & riveting below the boilers (D.B. tank No.2) and heavy scale formed. The Surveyors consider the structure efficient for 12 months but in their opinion an endeavour should be made to remove the scale in order to minimise wastage. The Surveyors recommend that the bottom plating and riveting be specially examined at the next dry docking on account of raped corrosion appearing to have taken place; the bottom and sides of the vessel being bare of paint on being dry docked.

It is submitted the vessel appears worthy to remain as classed with record of docking survey 3,42 and Notation of 'Examined 3,42' valid for 12 months subject as recommended and as above, and as per Hull Surveyors letter 13.4.42.

The Surveyors should be requested to forward their recommendations regarding damage (11), (V1), & V11.



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