

Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

NAME..... GROENLO

Rpt..... Ips..... No. 109997

arks 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 counter plate etc. at the Owners' convenience, and to indented shell plating (s.s.a) being dealt with at Owners' convenience.

The IPSWICH Surveyor reports the vessel afloat and an examination made for damage from collision and grounding.

Shell plating and framing (s.s.f) in way of No. 1 hold found distorted (? indented).

A fractured air pipe has been part renewed, and the Surveyor recommends permanent repairs at the Owners' convenience and that the vessel be further examined in dry dock at the first convenient opportunity.

It is submitted action be deferred.

Insert in S.R.L.:

Dry dkg (grounding)
Indented plating etc. (s.s.f)
at Owners' convenience.

The Surveyor should be informed it is concluded the plating and framing referred to as 'distorted' is indented, and that nevertheless the parts are efficient, also that he satisfied himself personally by taking soundings or otherwise that there was no leakage on account of grounding.

See letter re equipment
boat.



© 2020

Lloyd's Register
Foundation

W171-0126

W171-0129