

3m, 5, 25.

Subject to rudder & stern frame being specially examined in dry dock. Deep tank not to be used ~~again~~ for water ballast until repairs to top of same are effected.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl & KINGHORN.*

Rpt. *Not*

No. *14506*

The 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.)

Nature of Survey

DAMAGE.

*W482 -0447*

Damage through *grounding & collision*

now repaired as follows:-

	Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates
Renewed .....							
Removed and faired or repaired .....							
Faired or repaired in place .....							

Other items:- Vessel placed in dry dock, bottom coated  
A few rivets in shell, tank top lugs & frame brackets  
renewed. Minor repairs effected.

A small fracture in upper scarf of stern frame  
repaired by electric welding. The Surveyor recommends  
the stern frame & rudder be examined at the next  
dry docking.

A number of rivets in top of deep tank renewed &  
tank tested & found tight.

It is submitted the vessel is worthy to remain as classed with

record of Survey *B. H.* as recommended, subject as recommended  
but without other condition.

*100 A.1*

*Shelter also with J.B.*

*B. H. Not*

*Subject &c.  
Without &c.*



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