

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

"PHAEAX"

Rpt.

Rot.

No.

28233

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, 24/5/02.)

Nature of Survey

Completion

2nd. S.S. No. 3.

due 10.37.

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

DECIMALS

The thicknesses are in  $\wedge$  of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	
		Port.	Std.			Port.	Std.			Port.	Std.		
SPAR SHEER STRAKE													- = bare + = full.
Strake below													
SHELTER DK													
<del>SPAR</del> SHEER STRAKE	.78	.88	.85	-	.47	.50	.50	-	.47	.58	.58	-	
1st Strake below	.63	.70	.70	-	.47	.50	.48	-	.47	.60	.58	-	
2nd " "	.63	.63	.63	-	.47	.50	.48	-	.47	.58	.58	-	
3rd " "	.67	.58	.58	.09	.51	.50	.55	.01	.51	.55	.53	-	Riveting good, edges & butts not wasted.
4th " "	.67	.68	.65	-	.51	.48	.45	.03	.51	.55	.55	-	
5th " "	.67	.68	.65	-	.51	.48	.40	.03	.51	-	-	-	
6th " "	.69	.60	.56	.09	.51	.50	.48	.01	.51	.60	.60	-	
7th " "	.69	.60	.58	.09	.60	.54	.52	.06	.47	.42	.40	.05	
8th " "					.63	.56	.54	.07	.47	.40	.44	.07	
9th " "													

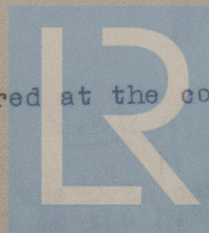
Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to 15 fathoms of chain cable being verified.

The 2nd S.S.No.3 due 10,37 has been partly held and the results of the shell drillings above the water line have been approved provided the remainder of the shell plating, when drilled, be found in order.

The certificate for 15 fathoms of chain cable required to be endorsed.

Repairs were required at the completion of the Survey.



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P.T.O.

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"PHAEAX"

The Rotterdam Surveyors now report the vessel examined in dry dock, the bottom cleaned and coated and the remaining requirements of the 2nd S.S.No.3 complied with, and the shell plating below water line drilled with results as shewn above which appear satisfactory.

Repairs as above have been carried out and minor repairs effected.

15 fathoms of chain cable have been verified with certificate of test and the certificate for 15 fathoms has been endorsed.

The vessel has been converted from coal to oil burning, the riveting of the deep tank bulkheads, deck etc. has been reinforced by E.W. and additional reinforcements fitted. (See attached correspondence)

The requirements of Section 20, Paragraph 9, have been complied with and, on completion of alterations, the deep tank and Nos.4 and 5 double bottom tanks have been tested with satisfactory results.

The pumping arrangements have been amended as necessary.

It is submitted the vessel appears worthy to remain as classed with record of survey 5,39 and notation of S.S.2nd No.3-5,39, without special condition.

100A1 )  
Shltr.dk.with fbd. ) Without etc.  
5,39 Rot. )  
S.S.Rot.2nd No.3-5,39) Bulk in  
Carrying vegetable oil in/deep tank.

In S.R.L:- When vegetable oil is carried in the D.T. care should be taken to ensure that when loading oil fuel in the D.B. below this deep tank, the underside of the crown of the D.B. is not subjected to pressure.

The vessel is in a good and efficient condition and eligible

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Register Book &Year of  
Assessment  
expiredsigned) as  
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