

W744-0062

(3m, 64.)

Received by Chief Ship Surveyor 1. 3. 05

Received from Chief Ship Surveyor

VESSEL'S NAME Alt. Aux. S. Oil Tank Schooner "Les Maes" Report Dis No. 426

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, 24/6/92.)

Nature of Survey

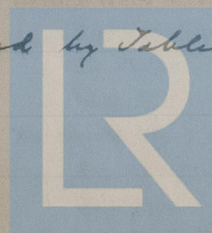
First entry

It is submitted that before this case reaches the consideration of the Committee the Lisbon Surveyor should be requested to explain how the moulded depth of his steel can be 7'-9" with a depth from top of floor to top of upper deck beams of 9'-5", depth of floor 11½" and round of beam 5" as stated in his report. He should at the same state whether the main deck beams in the steel are 5/20" thick as stated in his report or 6/20" as shown in the approved photo prints of midship section. Also whether the steel is supplied with a 3" warp 90 fathoms in length as required by Table 22, as this is omitted from his report.

It should be pointed out to him that the class approved for the steel is ±100A1 "Carrying oil in bulk" and not simply ±100A1 as stated in his report.

It should also be pointed out to him that the stream anchor is 15 lb. the chain cables 53 lb. (or one per cent), and the stream chain 13 lb. less in weight than required by Table 22.

To Lisbon 1/3/05



Lloyd's Register Foundation

WEB-FRAMES, Number and Spacing

Breadth and thickness

* If Iron or Steel Deck, state if whole or part, and if wood deck is

BULKHEADS.

Number,

In Per

Thickness,

STIFFENERS.

Horizontal

Vertical

Spacing