

Received by Chief Ship Surveyor.....

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REPORT L.A. Cbs

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REPORT Lis.

No. 43094317

VESSEL'S NAME s.s. "CAID ALLAL"

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.)

This vessel was built in 1915 and classed with the British Corporation.

Classification with this Society is desired by the Owners.

The vessel was surveyed at CASABLANCA by the local Surveyor to Lloyd's Agent, who was joined at that Port during the latter part of the inspection by Mr. Guthrie of LISBON.

Plans and a First Entry Report forwarded by Mr. Guthrie have been examined at this Office and the scantlings and arrangements indicated thereon found generally in accordance with or equivalent to the Society's requirements for the class 100A- "With freeboard" corresponding to that of a complete superstructure vessel, except as stated below. For full particulars see endorsements and correspondence.

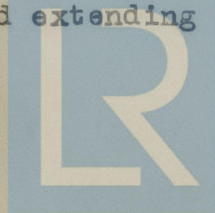
The above Surveyor, in a Rpt. 8 embodying that part of the Survey carried out by Lloyd's Agent's Surveyor, reports (2.47) the vessel placed on a floating dock, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with except as follows :-

- (1) Renewal or doubling of the thin second deck stringer plating for $\frac{3}{5}$ length amidships (p & s), which is to be deferred for one year, as approved. See endorsement 26.2.47.
- (2) The fitting of doubling plates at the corners of Nos. 1, 2 & 3 hatchways on the 2nd deck.
- (3) The fitting of valves controlled from the weather deck to the bilge drain pipes at the watertight bulkhead between Nos. 1 & 2 holds.

The shell plating has been drilled with satisfactory results.

Due to wear and tear renewals and/or repairs to shell and deck plating, double bottom under boilers, bunker bulkhead, chain locker etc. effected.

The vessel was originally constructed as a complete superstructure vessel with tonnage opening, but this has now been closed by fitting a coal shute adjoining the boiler casing and extending to the top of same.



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"CAID ALLAL"

The equipment of anchors and chain cables on board is substantially less than that required by the Rules.

It is submitted the vessel is eligible to have the notation 100A- "With freeboard" (Classification Contemplated) with record of docking survey 2.47 assigned, subject to repairs (1) and (2), as above, being effected by 2.48 and to alteration (3), as above, being carried out at the first opportunity.

It is further submitted, pending the completion of the Classification Survey by the above repairs and alteration, a notation of "Examined 2.47" be assigned.

100A- "With freeboard" (Classification Contemplated)
2.47 Cbs., subject
"Examined 2.47"

ABOVE ITEMS TO BE
DEALT WITH TO
COMPLETE CLASSIF. S.S.

W. H. W.
It is also submitted the Surveyors be informed it is concluded, that although the repairs reported have not been carried out "in the orthodox manner", they can be regarded as efficient permanent repairs, that the pillaring arrangements at the after ends of Nos. 1 & 2 hatchways in the lower hold and at the forward end of No. 1 hatchway in the lower hold and 'tween decks are satisfactory, and that no repairs are considered necessary to the thin weather deck stringer plating, but they should state if this is so. X



L.C.D.
11.6.47
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