

Shelter deck with
freebord 8-46
SS hpl. h. 3-8-38
SS hpl. h. 1-44
pending

11 JAN

Inspected by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME LEME REPORT Nap. No. 4309

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to 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.)

of Survey PERIODICAL SPECIAL SURVEY (D) due 8.46.

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

The thicknesses are in hundredths of an inch.

STRAKE.	Original Thickness	AMIDSHIP.				FORWARD.				AFT.				REMARKS.		
		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.	Port.	Std.		Port.	Std.		Port.	Std.
EDGE SHEER STRAKE	O 81	76	76	5	5	42	F'c'le sides	41	P. 42	S.						
Edge Strake below	N 69	67	67	2	2											
DEER STRAKE	M 75	75	75	-	-	50	55 55	-	-	50	55 55	-	-			
Strake below	L 75	75	75	-	-	50	55 55	-	-	50	48 50	2	-			
" "	K 75	70	67	5	7	50	48 48	2	2	50	55 50	-	-			
" "	J 69	59	63	10	6	50	50 48	-	2	50	42 44	8	6			
" "	H 69	67	67	2	2	50	44 48	6	2	50	46 44	4	6			
" "	G 69	67	63	2	6	50	44 48	6	2	50	50 48	-	2			
Bilge	(F 75	67	67	8	8	50	55 51	-	-	50	60 55	-	-			
" "	(E 75					50	55 55	-	-	50	75 75	-	-			
" "	D 75					50	-	-	-	50						
" "	C 75)				50	59 59	-	-	50						
" "	B 75)				50	67 71	-	-	50						
" "	A 75)				50				50						
P. Keel	106					75				75						

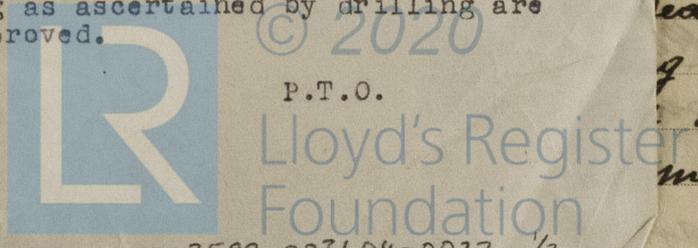
Drillings at ends to be made in the vicinity of the peak bulkheads.

ACTION is DEFERRED for Special Survey and for drydocking after grounding.

Overflow pipes (p & s) required to be removed, repairs to windlass to be further examined and permanent repairs are required to fractured and indented shell plating, etc. in 1st strake above and below sheerstrake (p.s.) and to forward deep tank (No. 5 hold) at the first opportunity, also to (30 fathoms of chain cable required to be supplied).

The NAPLES Surveyors report the vessel placed in drydock and the PERIODICAL SPECIAL SURVEY (D), due 8.46, now held.

The thicknesses of shell plating as ascertained by drilling are shown above and are such as could be approved.



P.T.O.

003599-003604-0022 12

Received by me,

Busalda

F.N. S.

10m
Derrick certificate
Travelling Expenses (if chargeable)
do do to Gross Credit

Lit 12 000
Lit 1 000
Lit 8 000

19

