

m.10.47.

Received by Chief Ship Surveyor..... Received from Chief Ship Surveyor.....  
 VESSEL'S NAME CIARA REPORT Cpn No. 12323

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.)

PERIODICAL SPECIAL SURVEY (D) done for classification

re of Survey

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

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thick-ness	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
BRIDGE SHEER STRAKE	J	51	47	47	4	4	39	39	39	-	-	39	35	35	4	4	<div><input type="checkbox"/> Plates thus marked to be dealt with on completion of Special Survey.</div>		
Bridge Strake below	H	47	51	47	-	-	31	51	47	-	-	31	23	47	-	-			
SHEER STRAKE	G	47	43	47	4	-	71	55	59	16	12	39	31	35	8	4			
st Strake below	F	47	47	51	-	-	71	63	63	8	8	39	39	27	-	12			
nd " "	E	47	31	47	16	-	71	67	63	4	8	39	39	39	-	-			
rd (bilge)	D	51	47	47	4	4	71	59	59	12	12	39	37	39	2	-			
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Drillings at ends to be made in the vicinity of the peak bulkheads.

This ship was built in GERMANY in 1925 to Germanischer Lloyd class 100A [E].

Notation of Examined L.R. 1,47, was deferred for completion of GENERAL EXAMINATION.

Since then plans have been approved in the COPENHAGEN Office for the class 100A-, which the Owners desire with this Society.

The COPENHAGEN Surveyors report, 12,47, ship examined on a slipway, bottom coated and the greater part of the requirements of a SPECIAL SURVEY (D) for CLASSIFICATION complied with, including the drilling of the shell plating with results, which, with plates dealt with as recommended, can be approved.

To complete S.S. for CLASSIFICATION : See report.

The requirements of a GENERAL EXAMINATION appear to have been complied with.

P.T.O.

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On account of WEAR and TEAR, repairs effected to hatch beams and a few other items.

On account of two damages, due to (1) navigation in ice, and (2) grounding, a number of shell rivets overhauled and bilge keel (p.s.) repaired.

IT IS SUBMITTED this ship is worthy to have the temporary class 100A1 (Classification contemplated) with notation of Examined 12,47, valid for 12 months, assigned as recommended, and record of docking 12,47, the notation of S.S. Cpn - 12,47 (Dr) being DEFERRED pending completion of Classification Survey.

100A1 (Classification contemplated).  
Examined 12,47.  
12,47 Cpn.

*Class. Survey:  
greater part held.*

It is submitted the Surveyors be informed it is concluded the fore and after peak spaces, chain locker and the D.B. tanks immediately forward and abaft the machinery spaces have been examined, and the freeboard verified; also that it was not considered necessary to drill the bottom shell plating in way of cement, but this should all be confirmed.

The approved plans of Midship Section and Profile and Decks should be returned to the Surveyors as requested in their letter dated 17th February last.

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