

Received by Chief Ship Surveyor

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VESSEL'S NAME

"TEMARA"

REPORT Lgs.

No. 191

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.)

For conditions of class see previous endorsement.

The LAGOS Surveyor reports (2.49) this tanker placed on floating dock, bottom coated, and repairs effected to the wasted deck plating (p & s), as above, and to (holed) tank coamings and centreline bulkhead.

The indented shell plating, as above, now specially examined and continues efficient.

The Surveyors point out that on examination of the cargo tanks, the tank coamings, shell plating at bottom, and several beams, stiffeners, brackets, etc. were somewhat wasted and distorted. He therefore recommends the tanks be scaled, specially examined and these parts dealt with at the next dry docking. - efficient meantime.

45 fathoms of chain cable supplied and markings verified with Certificates.

Minor repairs effected.

IT IS SUBMITTED the vessel is eligible to remain as classed with record of docking, 1.49, subject to permanent repairs to indented keel and side shell plating (p&s) and corroded side shell plating (p & s) at the first convenient opportunity, to 60 fathoms of chain cable on board being tested, and verified with Certificates, at the earliest opportunity, and to all cargo tanks being scaled, *drill tested,* specially examined and defective structure dealt with at the next dry docking, but without other condition.

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1.49. Lgs., subject *without* since the Reclassification Survey was completed in 1947, it is considered the question of submitting the vessel to a thorough Survey including the drilling of the plating might be taken up with the Owners' London Representatives.

W.O.T.
30. 3. 49.

See letter

The Surveyor should be referred to Circular 1895 and requested to furnish his recommendations regarding the indented keel, bottom and shell plating (p & s) and corroded side shell plating (p & s).