CellDBorDBa.....feet; aLaBa.....feet;
total capacity.....tons. FPT.....tons; APT.....tons; MT.....feet.....tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

2273

precisely as in Register Book & Supp

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.

+100A.I.

3,500;0,49.

dcw

Received by Chief Ship Surveyor..... *Received from Chief Ship Surveyor*.....

VESSEL'S NAME OAKBY *REPORT* Nwc. *No.* 107345

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.)

The class is subject to bilge plate (p & s), pitting and corrosion of welded seams and butts, etc. being specially examined at the next drydocking.

The NEWCASTLE Surveyors report the vessel placed in dry dock and the PERIODICAL SPECIAL SURVEY due 9.51 held at this time.

The wavy bottom plating in 'A' and 'B' strakes (p & s) has now been dealt with and stiffened in accordance with Circular 1888.

The inner bottom plating has also been dealt with in a similar manner.

The bilge plating (p & s) as above shows no signs of active pitting or corrosion.

The endorsement items continue efficient and the Surveyors recommend repairs at Owners' convenience.

Fourteen shell plates (p & s) found slightly indented locally but efficient. Repairs at Owners' convenience are recommended.

Conversion to oil fuel burning has been carried out in accordance with Rule requirements, Secretary's letters and approved plans.

Alterations also effected to No. 3 hold and 'tween deck bulkheads and to hatchway in accordance with approved plan.

The rudder steady bearing has been stiffened.

IT IS SUBMITTED the vessel is eligible to have her class amended to ✠100A1 "With freeboard" "Fitted for oil fuel 5.50, FP. above 150°F" and to have record of docking 5.50 and notation of "ss. Shl.- 5.50" as recommended, without special conditions.

✠100A1 "With freeboard"
"Fitted for oil fuel 5.50,
FP. above 150°F."
5.50 Shl.
ss. Shl.- 5.50 Without.

O.S.S. Records Dept.
to note. Stiffening of bottom shell and inner bottom pltg.

ENDORSEMENTS OF CLASS (B)

Stem plating indented and centre line bulkhead at forward end No. 1 hold buckled.
Saloon front plating (p & s) indented.
Indents in bottom and side shell plating (p & s).

DELETE FROM S.R.L:

Bottom shell plating wavy.

INSERT IN S.R.L.
(Bottom stiffened and Nos 2,3 & 4 tank tops)

(Clip M Sent Records 27-6-50)

13-6-50

010283-010288-0164

Alterations & O.F. Conversion
~~Special Damage or Repair Fee (if any)~~ £ 25 : 0 : 0
(per Sec. 29)

Travelling Expenses (if chargeable) £ : :

15 JUN 1950

Received by me, 19

Surveyor to Lloyd's Register of Shi

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