

REPORT CONTINUATION

Report No.: 2-07-0849-2903.PA1

Results: mv. SAINT DAVID OF LONDON; Special Survey - Type II (10 YEARS).

GENERAL NOTES

- 1) Measurements were taken as per the request of Vessel Owner, vessel built in 1996.
- 2) The figures given are of metal thickness only; rust, scale or paint is not included.
- 3) Where measurements are shown greater than original or rule thickness, this may be due to one of several reasons; previous repairs, shipyard practice or mill plate tolerance.
- 4) Original thicknesses are taken from the following drawings: - Non available.

Drawing Number	Date	Title
		General Arrangement. Profile and Deck Plan. Shell Extension. Midship Section. Main Deck & Focsel Deck Plan. Atf O.T. & W.T. Bulkheads. Forward End Details.

All original thickness are estimated by measured results as none were available at time of survey.

REPORT

Client: White Horse Signs Ltd. 36 Coomb Vale Road, Dover, Kent. CT17 0EX For the Attention of : Matt Parrett.	Location of Item: Number 1 Slipway. Marina Esplanade, Ramsgate, Kent.
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Your Order No:	Date of Test: 29/03/2007	Report No: 2-07-0849-2903. PA1
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Description of Item(s): m.v. SAINT DAVID OF LONDON (Icegoing Screw). Special Survey - Type II (10 YEARS).	
Nature of Test: Ultrasonic Inspection	Material Dimensions:
Limitations of test: None	Surface Condition: As welded
Test Specification: UT THK RD 01 REV 4	Acceptance Standard: Record Thickness.

Flaw Detector: Sonatest SS230	Serial No: 2300058C
Sensitivity Level: 2nd BWE to FSH	Material: Carbon Steel
Reference Blocks: A4	Couplant: WK DP1

Probe(s) Used:	1	2	3	4
Size (mm):	10			
Angle (Deg):	0 Twin			
Frequency (MHz):	5			

Identification and Results: An ultrasonic thickness survey was carried out on the above vessel hull (Hull I.D. 1905-1499) as requested by Matthew Parrett (Owner). The following pages are detailed results from readings taken. All readings are mm.

Inspector: P.Amos PCN No: 100214 Date of Issue: 04/11/08 rc/ut/rev.5	On behalf of the company: R.King. Page 1 of 5
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STRAKE POSITION	DESCRIPTION:- BOTTOM PLATING - KEEL	Forward Reading										Aft Reading				Mean Diminution %	
		No or letter	Original thickness	Gauged		Diminution P		Diminution S		Gauged		Diminution P		Diminution S		P	S
PLATE POSITION			P	S	mm	%	mm	%	P	S	mm	%	mm	%			
6th	S1	10.0															
5th	S2	10.0															
4th	S3	10.0															
3rd inboard	A1	9.0	9.4	7.5	0.0	0.0	1.5	16.7	9.5	7.4	0.0	0.0	1.6	17.8	0.0	17.2	
2nd inboard	A2	8.0	7.7	7.3	0.3	3.8	0.7	8.8	7.4	7.8	0.6	7.5	0.2	2.5	5.6	5.6	
2nd outboard	B2	8.0	7.8	7.7	0.2	2.5	0.3	3.8	7.2	7.5	0.8	10.0	0.5	6.3	6.3	5.0	
1st inboard	A3	8.0	7.7	7.6	0.3	3.8	0.4	5.0	7.5	7.9	0.5	6.3	0.1	1.3	5.0	3.1	
1st Aft	B3	8.0	7.7	7.3	0.3	3.8	0.7	8.8	7.7	7.5	0.3	3.8	0.5	6.3	3.8	7.5	
Amidships	A4	8.0	7.5	7.4	0.5	6.3	0.6	7.5	7.7	7.5	0.3	3.8	0.5	6.3	5.0	6.9	
1st Fwd	A5	8.0	7.6	7.5	0.4	5.0	0.5	6.3	8.0	7.6	0.0	0.0	0.4	5.0	2.5	5.6	
2nd	A6	8.0	7.3	7.2	0.7	8.8	0.8	10.0	7.1	6.9	0.9	11.3	1.1	13.8	10.0	11.9	
3rd	A7	8.0	8.5	8.3	0.0	0.0	0.0	0.0	7.5	7.7	0.5	6.3	0.3	3.8	3.1	1.9	
4th	A8	8.0	8.0	7.7	0.0	0.0	0.3	3.8	8.2	7.8	0.0	0.0	0.2	2.5	0.0	3.1	
5th	A9	9.0	9.6	8.4	0.0	0.0	0.6	6.7	8.6	8.2	0.4	4.4	0.8	8.9	2.2	7.8	

Operator's Signature

Surveyor's Signature

Form TM1

Ship's Name:- m.v. SAINT DAVID OF LONDON

INSPECTION BY

Subject:- Bottom Shell Plating.

C.E.T. MEDWAY Ltd.