

Mayoxa

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "FÆDRELAND"

Rpt. Aul

No. 32518

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, 24/6/92.)

Transverse No. 50-83 Depth "d" 13.08'
 Framing: Table No. 3 Description Bull angle as approved
 Longitudinal No. 11182
 Proportions Length = 13.89
 Depth =
~~Deck~~ Sheerstrake as approved *

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

✠ 100. A-1. (Steel)
 1 Dk (Steel) Well Deck
 Cell IB 178' 223t FPT 41t, APT 72t
 FK, 4BH, Cam, Ply to Av CP, Q 77' B 54', F 23'

M
 19.3.21
 [Signature]

Concluded:- The frames in way of the Raised Qr Deck, Raised Qr Deck beams, bridge deck beams at fore end, following arrangements, the upper Dk stringers ^{Side plating} in way of the bridge and the Raised Qr Deck ~~stringers~~ ^{Side plating} at the after end of the bridge are as approved; the thicknesses of the bridge and fore-castle side plating and the height of the outside brackets above the margin are as approved and not as stated; the riveting of the butts of Raised Qr Deck ~~stringers~~ ^{Side plating} and of the butts and edges of the bridge & fore-castle sides is as required; a hand pump is fitted to the fore peak as approved and that the Security given for the floors up to those in the double bottom by the Surveyor should state if this is so. They should also state whether the fore-peak is covered as there would not appear to be provided the necessary area required by the Rules.