

Received by Chief Ship Surveyor

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VESSEL'S NAME *Steel S.S. "Cuwarra"* Rpt. *Adl* No. *819*

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.)

Transverse No. *73.83*Depth "d" *—*Framing: Table No. *—*Description *Longitudinal Framing*Longitudinal No. *24437*Proportions $\frac{\text{Length}}{\text{Depth}} = 9.8$

Deck Sheerstrake and other scantlings as approved for vessels built on the Longitudinal System.

Hand pumps to the holds or their equivalent have been dispensed with for the present.

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 $\star 100A1$ (Steel) *Shelter Deck* with freeboard, "as recommended. The Summer freeboard of $2' - \frac{1}{2}"$ from centre of disc to top of statutory deck line at *Upper* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

1 DK (Steel) + Shelter DK (Steel) & Web frames. Longitudinal framing

Cell DB. 274' 882t FPT 118t, APT 204t

FK. Collision BH to Shelter DK. 4BH to Upper DK. Cem. ATCP

Date of Build. 6.22.

is, concluded the thickness of plating of bulkheads *50 & 70* the spacing of the stiffeners on after peak bulkhead, the spacing of longitudinal ends is as approved also that the speed of the vessel *not exceed 10 knots* as reported in sister vessels and the surveyor should be requested to state if this is so.