

Damage &amp; F.E.

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME *Stl. Tw. Se. "WASHINGTON EXPRESS" Rpt. Got* Nos *9514*  
*9515*

marks 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, 24/5/32.)

Log. *9966* Depth "d" *✓*  
~~verse~~ No. *9966*  
 ing: Table No. *✓* Description *Bull Angle frames, as approved*  
 itudinal No. *25476*  
 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{10.82}{1}$

Sheerstrake *as approved*

*atc of damage tho' fire while fitting out 5 beams have been renewed  
 beam & 2 stringer plates joined, repairs effected to insulation & minor  
 repairs carried out.*

This vessel appears to have been built in accordance with the  
 s and the approved plans, and it is submitted she is eligible to  
 lassed *✠ 100 A.1 (Steel)* "with freeboard," as

mended. The Summer freeboard of *see verification form* from centre of disc  
 op of ~~statutory~~ deck line at deck, now marked on the  
 el's sides, to be inserted in the classification certificate, and  
 rded in the Register Book, and further, the remaining freeboards,  
 hown on the accompanying verification form to be inserted in the  
 ificate of classification. *2DKS (Stl. Weather Dk w.s.) 3rd Dk. in forward holds.*

*Cell DB U. E & f 158'370t, DTS. a 677t, FPT 34t, APT 59t  
 FK, 5BH, (Cell BH to Weather Dk, 4BH to 2nd Dk), 1st cem, Lloyd's A & C.P.  
 F. 154<sup>+</sup> F. 154<sup>+</sup>*

*It is concluded the length of the Freighter is 155 ft as shown on  
 Int. rept C. 11 no. 9486 but the Surveyors should be requested to state if this is so.*

002947-002955-0078