

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

SSEL'S NAME

Rpt.

No.

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.)

ature of Survey

It is submitted that before this case receives the consideration of the Committee the Newcastle Surveyors should be requested to state whether they are correct in reporting the thicknesses of C, D & E strakes as being 13/20", 14/20" and 13/20" respectively in view of the statement on the approved midship section that these strakes of plating were to be increased 1/20" in thickness all fore and aft. It should at the same time be pointed out to them that the vessel is required by Table 22 to have two hawsers each 90 fathoms in length and 7" in circumference and two warps of the same length and size. It would appear from their report that the vessel is

only deficient of the two warps as they state there are ~~only~~ two hawsers each 90 fms of 2 3/4" steel wire and other 2 steel wire ropes which are warps 25 fathoms in length. They should at the same time be requested to state the number of complete breakheads which are carried up to the main deck.

Lx Nwc
9/12/08.



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Lloyd's Register
Foundation

003162-003174-0050

PILLARS, in 'tween Deck, size and spacing

Forecastle Deck Stringer Plate, b'dth & th'kns