

1m.10.43.

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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME m.v. "TEDDY" REPORT Grk. No. 23493For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER-SURVEYOR.~~

In cases which have to be submitted to 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.)

re of Survey First EntryWhen done

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

At the anchor trials it was noted that the chain cables were "jumping" over the windlass cable lifters and the Surveyors recommend that more suitable cable lifters be fitted at the first opportunity.

✓ "Subject to the windlass cable lifters being renewed at the first opportunity".

No 100A1

1 Dk "Strengthened for navigation in ice" "pt. Elec. welded"

Cell DB 119' 165t, FFT 71t, APT 27t

FK, 3BH, pt. Cem., Lloyd's A & CP

P 51' Q 62' F 34'

Mchy Aft

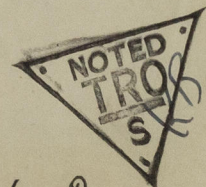
O.L. 203.0'

E.S.D.

"k"

It is submitted the Surveyors be informed it is concluded the steel used in the construction has been made by the Open Hearth Process, that the length of the poop measured in accordance with Circular 1551 is 50.5' and that of the double bottom measured as required by Circular 1284 is 118.8' but they should state if this is so.

It should be pointed out to them that in cases of motor vessels a notation "Fitted for oil fuel etc." should not be recommended.



J.C.D.
20.6.47



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Confirmed
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