

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S.S. WATERWAYRpt. Off
Memo
GotNo. 42973
325
4896

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. 45.51Depth "d" 12.33Framing: Table No. 3Description Single angle as approvedLongitudinal No. 8108Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{11.88}{1}$

~~Deck~~ Sheerstrake as approved. The 3rd bower anchor is lost—Ogs-19th less than required by Table 31 but the collective weight of the bower anchors is 6 cwt-19-7 lbs in excess of the Rule. It is stated that the 3rd bower anchor will be replaced by one of proper weight at the first convenient opportunity.

Kamination of No. 2 hatch starboard side framing repaired by electric welding at Gothenburg. Steel tested by Bureau Veritas Surveyors.

Vessel examined in dry dock and bottom painted at Cardiff

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 100-A-1. (Steel) } Subject to the 3rd Bower Anchor being replaced by one of proper weight & test at the first convenient opportunity.
1 Dk. (Steel)

Cell IB 144' 192t, FPT 56t, APT 26t

FK, 3BH, Cem. Hhds A.C.P., P56' F20' Mchly Off
10.21 Off

It is concluded the amended thickness of the upper deck stringer plate at the poop front and sketches of Rudder, Raising Arrangements & Strengthening of bottom forward have been approved in the Gothenburg Office and that the fitting of the fore-castle side plating is as required but the Surveyors should be requested to state if this is so.