

Ship Surveyor

Received from Chief Ship Surveyor

WE Steel Sc.K. "CINTRA". Rpt. Lis. No.1230

rs of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

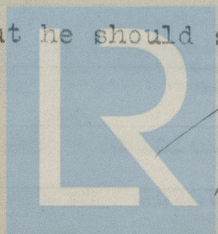
endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

It is submitted before this case receives the consideration of the Committee the attached tracing showing the arrangements forward, as shown on the original profile of the vessel, should be forwarded to the Surveyor who should be requested to indicate thereon full particulars regarding the present arrangements and scantlings in the fore peak as the position of the main deck level as shown on the sketch forwarded by him appears to be incorrect.

The size of the stiffeners on the fore peak bulkhead should also be stated.

The Surveyor should be informed that before the space forward of the collision bulkhead can be recorded as a ballast tank, it will be necessary for intermediate beams of larger size to be fitted to the tank top, a fore and aft wash plate to be fitted and the collision bulkhead <sup>if of sufficient size</sup> stiffeners, to be bracketed and it should be pointed out to him that no part of the fore peak was originally reported to have been constructed as a ballast tank and the total water capacity of the tank should be reported.

The Surveyor should further be informed that it is concluded it was not considered necessary to drill the shell plating, that the after peak has been examined and the ceiling lifted in the bunkers as required for the special survey, but he should state if this is so.



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13. 10. 20.

RECEIVED

L. Lis.  
K. L.