

ed by Chief Ship Surveyor 5-5-15.

Received from Chief Ship Surveyor

EL'S NAME Steel S.S. "PARKLANDS"

Gls.

34810

Rpt. Npt.

No 18118

Hpl.

15112

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.)

CLASSIFICATION.

re of Survey

This vessel was built at Rostock in 1905, to the highest class 100A₄ L (E) with the Germanischer Lloyd.

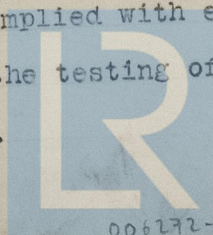
The Owners now desire to have the vessel classed with Lloyd's Register.

A sketch of midship section and a first entry report have been submitted by the Glasgow Surveyors.

The scantlings and arrangements have been compared with the requirements of the Rules, and it was found that provided the sheerstrake or strake below be doubled throughout the forward well, thirty fathoms of 1-10/16" stud link chain cable be supplied, the requirements of Section 48 of the Rules be complied with, the vessel be found or placed in good condition and a favourable report be received from the Society's Surveyors, the vessel could be recommended to the Committee as being eligible for the class 100A1.

The hatchway webs should be strengthened to be equivalent to the Rule requirements.

Reports have been received from the Glasgow, Newport and Hartlepool Surveyors from which it would appear that the whole of the requirements including the requirements of the Special Survey No.3 have been complied with except the examination of the bunkers and the testing of the engine and boiler room tank in way of same.



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Lloyd's Register
Foundation

006172-006180-011674

P.T.O.

Steel S.S. "PARKLANDS (cont.)

The vessel has been examined in dry dock, the bottom recoated, the strake below sheerstrake doubled throughout the forward well on each side. The hatch webs have been fitted as per Rule and thirty fathoms of 1-10/16" cable of proper weight and test supplied.

A letter has been received from the Owners in which they state that in regard to the bunkers it was impossible to have them surveyed at Hartlepool as there was a large quantity of coal in same, but they assure the Committee the bunkers are in excellent condition, and they agree to have them surveyed on completion of the next voyage providing, of course, it is practicable to do so.

It is submitted for the consideration of the Committee whether, in the circumstances, the vessel might be classed 100A1 subject to the bunkers being examined and the tank in way tested on her return from the next voyage, and with record of survey 1-15 and notation of s.s.Gls. No.3-2,15.

100A1 (Steel)

5-15 Hpl.

s.s.Gls.No.3-2,15

1 Dk.(Stl.) "Well deck"

WB = Cell, DBa 56', uE & B 30', F 114', 449t

FK, 4BH, Cem, Lloyd's A & CP, P 15', Q 64', B 110', F 31'

5-5-15.

0116 2/2