

Lithgows Ltd., Port Glasgow.

Yard No. 988.

1

Sister vessel with modifications to the "TRADER".

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME s.s. "PROSPECTOR" REPORT Grk. No. 22519

For 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.)

Nature of Survey First Entry ~~When due~~

100A1

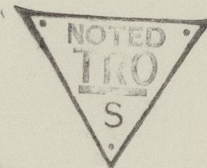
2 Dks

Cell DB 353' 1258t, DTa 32' 922t, FPT 65t, APT 54t

FK, 7BH, Cem., Lloyd's A & CP

P 37' B 140' F 40'

O.L. 435.0' ✓



a) The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed, and that cargo battens will be fitted at the first available opportunity.

Insert in S.R.L:— a bower anchor & (45 fathoms of chain cable to be supplied).
Cargo battens to be fitted at the first opportunity

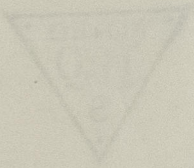
X The Surveyors should be informed it is concluded the length of the chain cable as per certificate No. 3323 is 105 fathoms and not 100 fathoms as reported, but they should state if this is so. *See letter 26.1.44*

B.A.M. J.C.D.
19.1.44.



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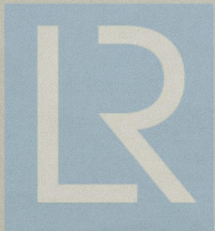


The ship's log and manifest were the only documents that the surveyors
were able to find. The manifest of the ship shows the cargo of the ship
and the names of the crew. The log shows the ship's movements and
the names of the crew.

The surveyors also found a number of other documents, including a
letter from the ship's captain to the local authorities. The letter
described the ship's movements and the names of the crew.

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