

(1) As owner of
(2) As vessel...

Built at PORT ARTHUR, ONT.

F.E.

Received from Chief Ship Surveyor

Rpt. Karl Arthur No. 27

Views 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.

Depth "d" 19.6

Description Channels as app

Proportions $\frac{\text{Length}}{\text{Depth}} = 10.9$

Deck Sheerstrake as approved

This vessel is classed for a period of more than 15 years
subject to periodical surveys as required by the Rules.

This vessel appears to have been built in accordance with the
and the approved plans, and it is submitted she is eligible to
ssed 7 100 A-1. (Steel) as recommended

1.5% (Steel)

Cell 5.B 226' 526E. F.P.T 80C G.P.T. 78E.

FK. 4 BH. Can. accp. P 25 B 64' F 30

13. 8. 18

It is concluded that ^{the} piers in the butt of the bridge, prop & forecastle live ~~beams~~ are spaced $3\frac{1}{2}$ diams apart, but the Surgeon should state if this is so & also whether the hatch ^{or} beams in Nos 1 & 4 hatchways are as shown in the appended plans.

007301-007311-0078

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Tie Plates outside Hatchways

*****Book Material & thickness