

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. T.S.M.V MAULY Rpt. Mi No. 6799

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.)

1<sup>st</sup> Long  
 Transverse No. 12461 Depth "d" 20'-5"  
 Framing: Table No.          Description Bull angle frames and welded frames as approved  
 Longitudinal No. 33392  
 Proportions Length = 12.16  
Depth =  
 Deck Sheerstrake as approved

Revised Rules

The stream anchor is 3 qrs light but the collective weight of the bow anchor is 4 cwt and 26 lbs heavier than required and in the circumstances it is submitted the stream anchor might be accepted. 4 joining cable shackles do not appear to fit the windlass and it is stated these will be replaced on vessels return from the present voyage.

This vessel appears to have been built in accordance with the Revised

Rules and the approved plans, and it is submitted she is eligible to be classed

+ 100 A. I. (Steel) } subject to the chain cables being placed in order  
 2 dks (Stl. ~~with 50 WS~~) }  
 Cell D.B 332' 1181t, D.T.a 35' 765t, F.P.T. 103t, A.P.T. 97t.  
 F.K, 7B.H (1 to 2<sup>nd</sup> dk), 4<sup>th</sup> Cen, Lloyd's A.C.P.  
 P 37', B 135', F 38'.

The Surveyor should be requested to state whether the vertical struts in way of the bracket floors are fitted as shown on the approved plan or as stated in his report, and whether the inner surfaces of the bottom plating is protected with cement.

