

F.E.

by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

VESSEL'S NAME Steel S.S. "TRAIN FERRY CANORA" Rpt. Mtl. No 1600

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.)

Transverse No. 72.5 Depth "d"

Plating: Table No. - Description Channels and Webframes as approved

Longitudinal No. 21315

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{7.63}{14.3}$

~~Deck~~ Sheerstrake and other scantlings as approved for the A-class.

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 plans and the approved plans, and it is submitted she is eligible to be classed as A- (Steel) "Train Ferry" For Service in Straits of Georgie and Puget Sound, as recommended.

2 Dks. (Steel) and Webframes.

DT (P & S) in Engine room. 124t. DT-270t. DTa 263t. FPT 10t. APT 10t.

F.K. 7 BH. pl-Cem.

See table verso 12-5-19

M
13. 3. 19.

The Surveyor should state whether the record of Cem. should be made in this case, and also whether the upper stringer plate is 17.85 lbs. per foot and ships as shown on this plan.

He should also be informed it would appear that 7 watertight bulkheads are fitted extending to the "Car Deck" and not 6 as stated by him, and requested to state if this is so.

