

Received by Chief Ship Surveyor

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VESSEL'S NAME Non Propelling Oil Barge "No.1"

Rpt. Nag

No. 2224

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.)

1st Long. No. 1210

Depth "d" -

2nd Long. No. 4180

Proportions = $\frac{L}{D}$ 10.0

Framing Angle frames as approved.

Sheerstrake As approved.

*This is a sister ship to { BARGE N° 2. (NAG. 2225)
BARGE N° 3. (NAG. 2226)*

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

100A1 "Barge for being towed"

"Carrying petroleum in bulk in Nos.1 & 2 tanks, and heavy oil F.P. above 150°F. in No.3 tank"

1 Dk., "Strengthened for navigation in ice".

FK., 9BH, Pt. cem., Lloyd's A & CP.

F 22'

note Extreme breadth over belting
27.55'
29.4.37

O.L. 118'

The Surveyors should be informed that it is concluded the centre keelson top angle is as approved, the rivet spacing of the flat keel buttstraps as approved, but this should be confirmed, and at the same time they should state the extreme breadth over the belting as required by Circular No.1611.

The Surveyors' attention should be directed to the class assigned to this vessel which is as approved as (per Kobe letter 12.3.36 and Secretary's letter of confirmation 6.4.36.)

In future similar cases the Surveyors should complete the special notations in the space provided for that purpose in the Report.