

F.E.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME Steel SS "CANADIAN LEADER" Rpt. M.H. No. 1896

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.)

Transverse No. 83 Depth "d" 18.4

Framing: Table No. 3 Description Bull angle as approved.

Longitudinal No. 33200

Proportions $\frac{\text{Length}}{\text{Depth}} = \underline{\underline{10.2}}$

Bridge Deck Sheerstrake as approved.

This vessel is classed for a period of more than 15 years, subject to Special Surveys as required by the rules.

There is a deficiency of 1 or 12 lbs. in the weight of the stockless $1\frac{1}{2}$ " Bower Anchor, but as the collective weight of the Bower Anchors is in excess of that required by table 31, it is submitted the Anchor might be accepted.

In other respects

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 \star 100A.1. (steel) as recommended.

2 Dks (steel)

Cell DB 333 1025 t. FPT 149t. APT 133t.

FK. 6BH. pt. cem. A9C.P. P49, B120, F41.

See letter to 18-12-11 6-2-11
M
AEJ
11-6-11

It is concluded the riveting of the bridge side plating is as required, but the Surveyors should be requested to state if this is so.

They should also state the actual ~~measured~~ depth from top of floor to upper of second deck beams & the ~~measured~~ depth to bridge deck, as the figure given for this latter item is evidently an error

