

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "CARTIER PARK" Rpt. Mtl. No. 6644

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. 7595 (Eq)

Depth "d" 12.92

2nd Long. No. 21957 (Eq)

Proportions =  $\frac{L}{D}$  12.65 to U Deck.  
9.25 to B Deck.

Framing As approved

Sheerstrake As approved

This "Dominion" type vessel is a sister vessel to the "BELL PARK".

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

"SEE SPECIAL CORRESPONDENCE ETC. RE ANCHORS".

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

2 Dks

Cell DB 270'

FK 6 BH, Cem.

P 37', B 76', F 34'

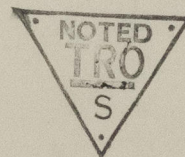
O.L. 328.0'

u

E.S.D.

635t / 18-12-45

ALUMINUM, FPT 59t, APT 109t



*The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules and the two bower anchors and stream anchor on board submitted to the Statutory Test when the present state of emergency has passed.*

Insert in S.R.L.:- (A bower anchor and 45 fathoms of chain cable to be supplied and two bower anchors and stream anchor on board to be submitted to the Statutory Test).

The Surveyors should be requested to confirm that the double bottom tank under the boilers is used for water ballast as stated in their report, it being observed that on the plan of profile forwarded with the First Entry Report on the "BELL PARK" this tank was indicated as a dry tank.

It is concluded that the heads of the stockless anchors are not less than three fifths of the total weight of the anchor.