

Received by Chief Ship Surveyor

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VESSEL'S NAME "KARUAH".

Rpt. H. Kg. No. 8541.

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, 24/5/192.)

1st Long. No. 5405 Depth "d" -
2nd Long. No. 14375 Proportions = $\frac{L}{D}$ 9.58
Framing Bulb angle frames as approved. Sheerstrake As approved.

D to Shelter Dk 24', D to 2nd dk 16'; D for scantlings 23.5' (i.e to 7.5' above 2nd dk)

This is a complete superstructure vessel with tonnage opening.

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 Σ 100A1 "With freeboard", subject to an opening in the cross bunker forward bulkhead being permanently closed on arrival at Sydney. The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

- 1 Dk & Shelter Dk ✓
- ✓ Cell DBuB 16' 47t, DTf 14' 104t, FPT35t, APT26t
on FK
- ✓ BK1 $\frac{1}{2}$ " / 5BH (Coll & B.R. to Shelter dk, 3 to 2nd dk); pt.asp, pt.com.
Lloyd's A & CP. ✓
- ✓ 0.L241.5
- ✓ P $\frac{3}{4}$ "

f.c.D. [Signature]



16.4.40.

The Sydney Surveyors have been requested by the Hong Kong Surveyors to arrange for the closing of the opening in the cross bunker forward bulkhead, as above, and advise this Office accordingly.

013390 - 013396 - 0240