

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME SALT S ITAIMBE Rpt. hts No. 1507

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
Transverse No. 9957Depth "d" 15.5Framing: Table No. ✓Description Bull angle frames as approved2nd Longitudinal No. 29277Proportions $\frac{\text{Length}}{\text{Depth}} =$ 13.86Deck Sheerstrake as approvedRevised Rule

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted ^{on completion} ~~she is~~ ^{will be} eligible to be classed **✠ 100 A.1. (Steel)** with freeboard," as recommended. The Summer freeboard of 6 1/4 - 7 1/2 m from centre of disc to top of statutory deck line at - deck, 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 verification form to be inserted in the certificate of classification.

2 D^{ks} (Std. Weather D^{ks} Leak S), 3rd D^{ks} (Std) in No 1 & 2 holds.

Cell D.B 321' 7945, F.P.T. 365, A.P.T. 515.

F.K., 7 B.H., 14 asp, 14 yds A. CP.

P 56', F 82'.

For Completion see working



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P.T.O

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is included the thickness of the shell sides & bulge plating. ^{is 14' 5" for 1/2" not 14' 5" as a report} & the
dth of the bracket floor at the margin are as ^{or not 760 up as on report} approved, and that
damaged shell plating has been dealt with, but the Surveyor should
requested to state if this is so

Tel. 16/2/27

16/2

16.2.27

- 2. Complete survey,
- 1. Scupper in tween decks of fore & after holds to be
capped down to bulges
- II Boat tests
- III Anchor tests for windlass
- IV Mechanical tests for W.T. doors



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