

Received by Chief Surveyor 9.5.98

Received from Chief Surveyor _____

SHIP'S NAME St. John S.S. "Monmouth" Report Bel. No. 4847

The remarks of the Chief Surveyor are desired on this Case for the consideration of the Classing Committee.

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.

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .		
Spar Sheerstrake . .	<u>7/20"</u>	<u>Proportions</u>
Description of Framing:— <u>Channel, increased in size and thickness on account of wider spacing.</u> (viz., ordinary, deep, zed, channel or bulb-angle).		

The machinery has been fitted on board this vessel at Liverpool, and the engine and boiler hatchways have been permanently closed and made efficient to the satisfaction of the Surveyors, per Liverpool Report No. 45967 attached. Two plates have also been fitted having been indented through striking a pier head.

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 ("Steel") "Spar Deck" with freeboard," as recommended. The Summer freeboard of 8' 10" from centre of disc to top of statutory deck line at Spar 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.

± 100A1 ("Steel") "Spar Deck"
with freeboard:

2 DRs (Stt) & Spar DR (Stt) & Shade DR (Stt)

M. B = Cell DB a 145' u E x B 63' f 186' 14 1/2 DTA 43' 980t FPT 94t APT 78t

FK + BK 3" 7BH. Asp. LATCP.



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9/5/98
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