

by Chief Ship Surveyor 16/11/07

Received from Chief Ship Surveyor _____

L'S NAME SS New Zealand Rpt. Age No. 3894

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.)

of Survey _____ 2nd S.S. No. 3. cut machinery

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

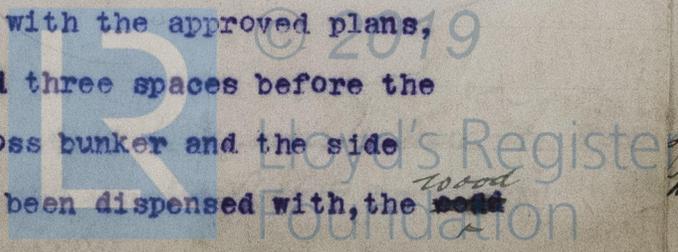
The thicknesses are in 16^{ths} of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
SPAR SHEER STRAKE																
Strake below.....																
MAIN SHEER STRAKE	7	7	7			6	7	-			6	-	7			
1st Strake below	5	5	5			5	-	-			5	-	-			<i>This strake drilled</i>
2nd " "	6	6	6			5	6	6			5	6	6			
3rd " "	6	6	6			5	6	6			5	6	6			
4th " "	6	6	6			5	4	4	1	1	5	6	6			
5th " "						5	4	4	1	1	5	6	6			
6th " "																
7th " "																
8th " "																
9th " "																

The class of this vessel was withdrawn from the Register Book at the request of the Owner.

With a view to reinstatement of the vessel's class the 2nd S.S.No.3 has been held and the plating drilled as shewn above with satisfactory results.

The vessel has been lengthened 36 feet amidships, and a topgallant forecandle has been fitted in accordance with the approved plans. The fore peak has also been fitted for water ballast in accordance with the approved plans, a new watertight bulkhead fitted three spaces before the boiler room bulkhead to form cross bunker and the side bunkers in the engine room have been dispensed with, the ~~wood~~ wood



B1077-0526 (1/2)

len. 07 - N.P. 07 -

deck from the raised quarter deck to the stem, the masts and rigging and two boats have been renewed, a bower anchor of proper weight and test supplied and the cables retested and 5 floors, frames and reverse frames in the fore peak and 2 shell plates have been renewed, 3 shell plates repaired, a few frames repaired and minor

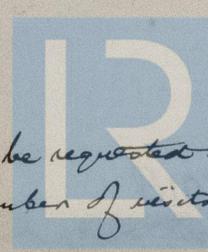
repairs done. *The vessel is at present without cargo battens as she was originally intended to be used in the coal trade, but is now to be used in the general carrying trade. The Owners have desired to fit cargo battens on her arrival at Bristol.*

It is submitted for the favourable consideration of the Committee that the vessel appears worthy to have her class reinstated in the Register Book with record of survey and notations of 2nd S.S.No.3-11,07, Len 07 and ND 07, subject to cargo battens being fitted in the hold on the vessel's return to Bristol as proposed.

Runstate 100A1
 11-07 Apr
 SD Apr 2nd No 3 11-07
 Len .07
 ND .07
 Lloyds A & C P
 Amend length of Foremast to 23
 Inset F.P.T 306

C.F. RBA
 20/11/07

The Appledore Surveyor should be requested to state the date of his first survey and the number of visits made by him & Mr Paul to the vessel JS 20/11/07



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