

by Chief Ship Surveyor 12. 11. 07

Received from Chief Ship Surveyor

EL'S NAME U. S. S. Fishing Vessel "Provider" Rpt. Apr. No. 2895

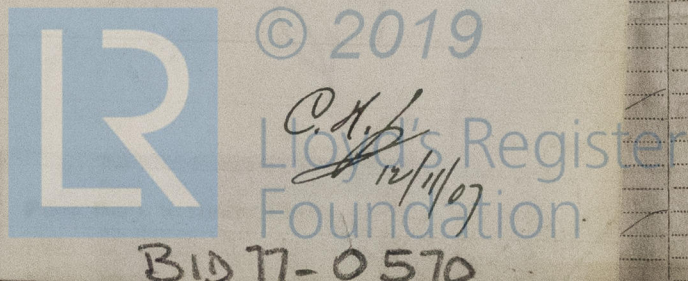
Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("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 First entry

It is submitted that before this can receive the consideration of the Committee the Appledore Surveyor should be requested to state the moulded depth of the hull, also the size of the Rudder and Propeller ports as fitted in the hull, why beam pillars have not been fitted in accordance with the approved tracing of midship section, the breadth and thickness of main deck stringer and stringer angle, whether the hull is fitted with five watertight bulkheads ^{extending up} to the deck and why the shell plating has been fitted $\frac{6}{20}$ " ~~instead~~ ^{amidships} thick, instead of $\frac{7}{20}$ " as shown on the tracing of midship section. It should be pointed out to him that he has used a first entry report form for Spar or running deck vessels instead of a form for vessels of one or two decks. He should be requested to state the statutory test of the Chain Cables and explain why the vessel has not been supplied with $5\frac{1}{2}$ haulers of 60 fathoms as required by Table 22.

Appledore 12/11/07.



BID 77-0570

Rate or Tee Bulb	
Angles on upper edge	
Average space	
Bridge Deck Stringer Plate, br'dth & thickness	
Angle on ditto	