

ed by Chief Surveyor 5. 6. 99

Received from Chief Surveyor

'S NAME Iron S. S. Landa
Chief Engineer.

Report Apl. No. 10888

The remarks of the Chief 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.)

Survey 2nd S.S. No. 3

The 2nd S.S. No. 3 has now been held, and the following repairs

done (due to wear & tear):— Rudder bushed. Port ceiling renewed. Sheathing of upper deck partly renewed and deck recaulked.

The following alterations have now been made viz: The cable tanks have been removed from the vessel—thus converting her into an ordinary cargo steamer. New hatchways cut in upper deck. The sides of vessel in way of the large No. 2 hatchway strengthened by doubling hold stringer plate and carrying all reverse bows to height of upper deck in way of same & semi-box beams fitted in hold at the hatchway ends, tie plates fitted at sides of hatchways.

The shell plating has been drilled with satisfactory results.

It is submitted the vessel is worthy to remain classed 90 A 1 with record of Survey 6, 99 Apl and notation of S.S. Apl. No. 3-6, 99 as recommended.

90 A 1

6, 99 Apl.

S. Apl. 2nd No. 3-6, 99

Detete "Cable Vessel"

record of 1 Dk (Iron) 2 to B to 1 Dk (Iron-ws) 2 to B

J. H. T.
5/6/99.

C. J. J.

5/6/99

should be requested to state the capacities in tons of the peak tanks for the Register—and that it is concluded that heavier upper deck beams have been ends of No. 2 hatchway & heavy angle iron fore and aft fitted at this hatchway side of coaming plates—but they should state if this is so. J. H. T.