

Received by Chief Ship Surveyor 11. 10. 00

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S. S. "Isola di Favignana"* Report *Lgn* No. *136*

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.)

Nature of Survey *1st entry*

It is submitted that before this case receives the consideration of the Committee, the Surveyor should be requested to state:—

- 1st The correct half girth, as 47.87 given on his report added to the half breadth & depth will not give 84.82 the 1st numeral.
- 2nd The correct moulded depth, as 21.16 is the depth used in obtaining the numeral & is not therefore the moulded depth—as it includes the round ^{of beam}.
- 3rd What is the meaning of floor plates for $\frac{3}{5}$ length amidships being $25 \times \frac{10}{20}$ —the depth of same does not appear to be correct—he should state both depth & thickness.
- 4th Whether the angle bar connecting the margin plate to the shell plating should not be $4 \times 4 \times \frac{9}{20}$ & not $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{8}{20}$.
- 5th The material & thickness of the bridge deck as these are omitted from his report.
- 6th The capacity of the after peak tank in tons. *50 tons*
- 7th The lengths of the portions of the shelter deck forward ^{78'} and aft ^{66'} respectively, independently of poop, bridge & fore-castle.
- 8th The breaking strain of the chain cable.
- 9th Proof and breaking strains of the stream chain.
- 10th The weight of the 3rd lot ^{portion} of chain cables on his report, that is the 120 fathoms having the numbers of 3 certificates opposite the same.

11. 01. 00

It is submitted that before this case comes before the Commission of the Committee the Commission should be requested to state -

1. The correct half width, as 4.87 was in his report added to the half width of depth and not 84.82 the 1/2 numerical.

2. The correct moulded depth as 2.11 is the right way in measuring the numerical & is not therefore the moulded depth as (moulded depth) 2.11 is the meaning of this plate for 3 depth a moulded depth $2.5 \times \frac{10}{20}$ - the depth of same does not appear to be correct - he should state with depth thickness.

4. Whether the angle iron connecting the margin plate to the shell plating should not be $4 \times 4 \times \frac{1}{2}$ & not $3 \times 3 \times \frac{1}{2}$

5. The material & thickness of the bridge deck as there was another from his report.

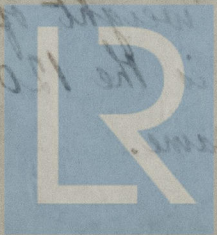
6. The capacity of the after peak tank in tons

7. The length of the portions of the shelter deck forward and aft of the mainmast respectively of first deck & forecastle

8. The breaking strain of the chain cable

9. Proof and breaking strain of the stream chain

10. The weight of the 3rd lot of chain cable on his report that is the 120 fathoms having the number of 3 certified against



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