

Sent to Chief Surveyors 29/8/96.

Received from Chief Surveyors 445 1/9/96

VESSEL'S NAME S/Ss "ALTATA" & "MAZATLAN"

For the CHIEF SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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.)

The following instructions respecting the Special Survey of these vessels should be forwarded for the guidance of the Surveyor to be selected by the Lloyds Agent at Guaymas.

Iron Br. Lug "Altata", 116 tons. For the Special Survey No. 1. on this vessel she should be placed on the slipway for the examination of the bottom, the rudder, propeller and the sea connections. The holds, bunkers and the fore and after peaks should be cleared, and the lumber boards and at least one other strake of ceiling on each side should be removed to admit of the proper examination of the floors, framing, plating and cementing of the hull inside and outside all fore and aft, including the machinery space. The chain cables should be ranged for inspection and the length and size of the same measured, observing that the original cables consisted of $120\frac{1}{2}$ fathoms of $\frac{11}{16}$ inch chain cable and 45 fathoms of $\frac{8}{16}$ inch stream chain. The anchors should also be examined. The anchors supplied to this vessel when built were, as follows:—~~were~~ two bower, a stream and a kedge anchor. The masts, rigging and general equipment should also be examined and their condition, as we

as the condition of the decks and other parts of the hull examined should be stated on the report form to be sent for the purpose.

The Surveyor should also express his recommendation as to the repair of damage or wear and tear and state on his report what repairs if any are expected to the hull of the vessel.

For the Special Survey No. 1. on the steel S.S. "Marston" the vessel should be placed on a slipway for the examination of the bottom, the rudder, propeller, and the sea connections. The holds, bunkers and the fore and after peaks should be cleared. The lumber boards and ceiling equal to not less than two strokes fore and aft on each side to be removed to admit of a proper examination of the floors, framing, plating and cementing of the hull all fore and aft, including the machinery space. The after peak water ballast tank should be examined internally and be tested by filling with water and by a pressure of water due to a head not less than 8 feet above the crown of the tank. The masts, rigging, anchors and chains and the equipment generally should be examined and the condition of the same and of all parts of the vessel should be stated on the repair report form to be sent for the purpose.

If any repairs are found necessary either as the result of wear and tear or of damage these should be described on the report and the repairs found necessary should be stated on the same report.

The freeboards assigned to this vessel should also be verified and a sketch of the freeboard marks should be sent for the surveyors guidance.