

Received by Chief Surveyor

1-8-99

Received from Chief Surveyor

VESSEL'S NAME

S.S. "Norman" "Albert Dumas" Report

No. 19754

No. 61268

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.)

Nature of Survey

Classification

This vessel ~~was~~ built at Grangemouth in 1891, and classed **IAI** with Norwegian Veritas, was recently undergoing repairs at Sunderland.

As the Owners were desirous of having the vessel classed, she was examined by the Surveyors, scantlings verified, and plating drilled at 3 points to ascertain the thickness of the plating.

Plans and particulars were forwarded, and it was approved that provided all requirements of the S.S.No.3 were complied with, the vessel ^{if} found or placed in good condition, and favourably reported upon, would be worthy to be classed 100A- "Steel", "Awning deck with freeboard".

The Sunderland Surveyors now report all the requirements of the S.S.No.3 have been ^{complied with} effected; the scantlings verified, and the following repairs, due to wear and tear, effected;— Top of ballast tank under the boilers (not used now for water ballast) has been renewed; 2 shell plates and bunker casings renewed; frames, reverse frames, stringer plates &c. ^h were wasted in boiler space renewed, and minor repairs.

Alterations;— After hatchway lengthened; cargo ports permanently closed up; bulkheads at ends of E & B space carried up between double frames and made water-tight.

The anchors somewhat in excess of the weight required by rule, have been satisfactorily tested.

As the chain cables were lighter than those required by rule, 210 fms. of properly tested chain cable, of weight in excess of that required, have since been placed on board at London.

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