

Built at *Wallsend, Newcastle on*  
When built *1919* Launched *June 18<sup>th</sup>*  
By whom built *Swan Hunter & Wigham*  
*Richardson & Co.*  
*Navigation Co. Ltd.*

5c.12.16.

F.E.

*Received by Chief Ship Surveyor*

Received from Chief Ship Surveyor

VESSEL'S NAME STEEL S.S. "PASHA"

Rpt. Nwc

No. 72213

~~The remarks~~ 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.*

verse No. 83

Depth "d" 18.4

ng: Table No. 3

Description Bulb angle as approved

tudinal No. 33200

$$\text{Proportions } \frac{\text{Length}}{\text{Depth}} = 10.2$$

idge Deck Sheerstrake as approved

The Downton Pump has been dispensed with for the present.

Steel tested by Bureau Veritas Surveyors

This vessel appears to have been built in accordance with the  
and the approved plans, and it is submitted she is eligible to

assed ✱ 100 A.I. (steel) as recommended.

2 Dks (steel).

Cell DB 345' 1025t. FPT 130t. APT 204t.

FR. 7 BH. pt cem. Lloyds A. & C.P. P49', B113', F40

It is concluded, the thickness of side girders is as required, & that the shearstroke is doubled at ends of bridge, but the Surveyors should be requested to state if this is so.

The Surveyors should also be requested to forward the usual Ship Findings & castings report.

Angles on upper edge .....

Spacing .....

S. Poop Deck, Angle, Bulb Angle, Plate

~~Tee Bulk, or Channel~~ .....

Angles on upper edge .....

Spacing .....

,, Tie Plates .....

,, Deck. Material and thickness.....

**Bridge Deck Stringer Plate, br'dth & thickness**

Angle on ditto.....

Tie Plates.....

Deck. Material and thickness.....