

pairs, if any, and, in detail, the nature and extent of damage (the cause of which must be stated) should be separated from Repairs due to other causes; and by detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

COPY.
PORT OF

14th. September 1920.

Dear Sir,

With reference to the survey for classification on your new steamer "BE NARES", as this vessel was not quite complete when she left the Builders hands, we beg to inform you that to complete the survey the following requires to be done.

HULL. The ash shoot to complete and test with water.

The Downton pump and fore peak hand pump to test.

MACHINERY Oil fuel heating pipes in Engine Room,

No. 4 and No. 5 double bottom tanks to complete and

test by hydraulic to 400 lbs per square inch: Oil fuel

heating pipes between boilers, observation and settling

tanks to complete: Observation tank, and its connections

including overflow pipe to complete: Oil fuel arrange-

ments to test under working conditions.

With regard to the classification we are recommending the vessel to be classed 100A1 with freeboard subject to the survey on the hull being completed as stated.

That the notations of L.M.C. 9-20 and "Carrying oil fuel F.P. above 150°F" in D.B. be assigned.

The record of "Fitted for oil fuel (with a date) F.P. above 150°F" being deferred until the installation has been completed and tested as stated.

Dan Brostrom Esq,
Packhusplatsen 5,
Gothenburg,
Sweden.

We are, Dear Sir,
Yours faithfully,
The Surveyors.

Per:-

Wm Morrison

Lloyd's Register
Foundation
W1194-0254