

5m.9.24.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. Sc.Sr. "KOEPIA"

Rpt. *hap* No. 2430

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.)

Signature of Surveyor

Dimensions 352.83' x 45' x 29' to Upper Dk.
36.33 to Bridge deck.

Scantling Nos. 74 & 26100

Proportions Length:- 12.16 depths to upper deck.
9.70 " " Bridge "

This vessel was built by Rickmers at Bremerhaven on 1903 and was originally classed with the Germanischer Lloyd, and now with the Bureau Veritas (in the 1st division of that Society).

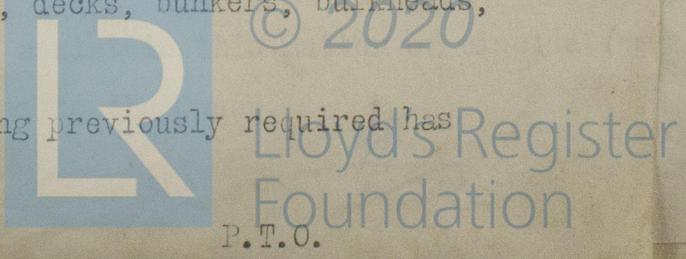
Plans and particulars of scantlings were examined in this Office when it was found that the vessel could be classed 100A—provided a web frame be fitted in each hold, and in the machinery space, additional gusset plates be fitted at the tank margins, the bridge deck beams be reinforced, and, together with the upper and second deck beams be additionally supported by fitting girders and pillars and other minor alterations be carried out.

The results of the drilling of the shell plating were recently received and approved.

The Naples Surveyor now forwards particulars of the scantlings and reports the vessel placed in dry dock and the requirements of the 2nd.s.s.No.3 have been complied with, and repairs effected to floors, tank tops, framing, decks, bunkers, bulkheads, ventilators, etc.

The additional strengthening previously required has been fitted.

Wob



P.T.O.

W1215-0006 1/2

The fore peak is not at present used for water ballast, but it is stated wash plates will be fitted at the first convenient opportunity.

With regard to the cable it is noted that the sizes on board are such that they could be recommended for acceptance. The Surveyor states, however, that the test marks are almost obliterated. If they can be deciphered, or if those which can be deciphered are forwarded to this Office thus permitting proof of test to be ascertained, it would be unnecessary for the Owner to be put to additional expense of retesting.

The steel wires now on board are equivalent to the requirements of the rules.

In the circumstances the vessel could be classed 100A-
The workmanship is good.

It is submitted the vessel appears worthy to be classed 100A- Steel, with record of survey 1,25 Nap. and notation of s.s.Nap.2nd.No.3-1,25.

100A- (Steel)

2 Dks. (Stl.)

Cell. DB 283' 705t, APT 35t.

F.K. 6 BH, Cem.

P.33'. B.91' F.45'

Date of Build 1903

1,25 Nap.

s.s.Nap.2nd.No.3-1,25.

[Handwritten signatures and date]
12.2.25.

The remarks re the cables should be pointed out to the Surveyor, who should be asked to assist in this matter of elucidation so as to obviate the extra expenses to the Owner.

