

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. CANADIAN MARINER* Rpt. *Hpx* No. *1304*

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.)

Transverse No. *52* Depth "d" *18.42*

Framing: Table No. *3* Description *Bulb angle as approved*

Longitudinal No. *33148*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{10.26}{}$

Bridge Deck Sheerstrake as approved

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed **100.A.1. (Steel)**

2 Dhs (Steel)
Cell DB 334' 1027t, FPT 147t, APT 133t,
FK., 6BH, Cem, Ar CP, P 49' B 113' F 39'

M.
J.H.

It is considered the shell plating on the double bottom and peaks is protected by cement and that the words of "Cement" should be made in the Register Book but the Surveyor should be requested to state if this is so

See letter 26-2-21



Lloyd's Register Foundation

W1309-0017

Deck, Angle, Bulb Angle, Plate,)	<i>7/3.5.40</i>	<i>7/3.5.40</i>	Bridge Deck			
Bulb, or Channel			Angle on ditto	<i>6x6</i>	<i>50x6x6</i>	