

Ship Surveyor 18.7.03

Received from Chief Ship Surveyor \_\_\_\_\_

E. S. L. Opland

Report Kia No. 457

of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

agement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also g out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points ted in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

*First entry*

It is submitted that before this case receives the consideration of the Committee it should be pointed out to the Middlesbrough Surveyors that this vessel requires by Table 22 the following hawsers\* if it does not appear, from their report No. 3634, that these have all been supplied. The vessel still appears to require a 5" top of 90 fathoms length, or a steel wire of equivalent size, to complete the equipment. They should be requested to state whether this is not the case, and if so they should take the necessary steps for the equipment to be completed in accordance with Table 22 to entitle the vessel to the figure 1 for equipment of her character.

The Christiania Surveyor should be reminded that he has not replied to the letter addressed to him on the 6th instant, and should be requested to state for what purpose the two openings have been cut in the boiler room bulkhead and why watertight doors have not been fitted thereto. He should also be requested to state the breadth of the garboard strake as fitted in the vessel.

	Stream Chain	Fathoms			
*	<del>Loose</del>	75	-	1" chain or 3 3/4 wire	✓
	Lowline	90	-	3 1/4 "	✓
2	Hawsers	90	-	6" Keep or Manila	✓
2	Wangs	90	-	5" "	✓



Lloyd's Register Foundation

*207/7/03*