

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. "FREDENSBRO"*

Rpt. *Cpu*

No. *6099*

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. *66.92*

Depth "d" *19.75'*

Framing: Table No. *3*

Description *Bulb angle as approved*

Longitudinal No. *20171*

Proportions Length = *9.99*
Depth =

Brdg. Deck Sheerstrake as approved.

Intermediate bulkhead in fore hold dispensed with (See Owners' Letter attached and Separate endorsement dated 5.2.19)

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)

1 Dk (Steel) "well Dk"

Cell DB 260' 668t, FPT 59t, APT 91t

FK "Intermediate Bulkhead in fore hold dispensed with 4 BH only" ft Cen, Plyths Av CP, P & B 236' F 30'

See Letter 7/30.4.21
It is concluded:- The floors are not flanged in the engine space and the size of the floor bars on the web frame at No. 14 frame and the riveting of the butts of the fore-castle side plating are as approved and not as stated; the riveting of the upper Dk stringer butts in the well, Centre Girders butts beyond the half length and tank top Centre Strake butts are as required; the test of the Steel Bars tendons is as required and not as stated and a hand pump is fitted to drain the chain locker as approved. The surveyor should be requested to state if this is so.

AW 8.4.21

MMA