

Received by Chief Ship Surveyor

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VESSEL'S NAME *S.S. "Yalamba"* Rpt. *Nwc.* No. *78431.*

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.)

*1st Long.*  
Transverse No. *18419* Depth "d" *20.75*  
Framing: Table No. *14* Description *Bull angle frame + transverse frame as approved.*  
*2nd* Longitudinal No. *45374* Proportions Length = *10.95*  
Depth =  
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 **✱ 100A1 (Steel)** "with freeboard," as recommended. The Summer freeboard of *6' 7"* from centre of disc to top of statutory deck line at \_\_\_\_\_ deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

*3 Dks (slt-weather deck teak 5.)*

*Cell D.B. 386' 1244 E. F.P.T. 94 E. A.P.T. 110 E.*

*F.K. 10 B.H. (Collision B.H. to weather Dk) pt. cen. Lloyds AICP B. 207' F. 49'.*

*It is concluded the forecassle deck stiffener is fitted 38' the stiffeners on the peak bulkheads spaced as per the approved plans and that the tunnels have been tested. In future cases the spacing of the rivets in the lapped edges & butts of shell plating should be given in letters as required by the Report form.*

W264-0222