

Less Engine
Less Naviga

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

VEL'S NAME Steel SS "HURUNUI" ex "NORFOLK" Rpt. Feb 7 No. 10931

he 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. 94.91 Depth "d" 18.37'

Framing: Table No. 3 Description Bull angle

Longitudinal No. 44591

Proportions $\frac{\text{Length}}{\text{Depth}} = 9.6$

Bridge
Deck Sheerstrake as approved.

The Downrize Pump has been dispensed with for the present but it is concluded the Owners are agreeable to fit same when requested.

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) "Shelter Dk. with freeboard," as recommended. The Summer freeboard of 9'-11" from centre of disc to top of statutory deck line at Shelter 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.

W402-0090

2 Dks (steel) & Shelter Dk (steel)
Cell DB 390' 1385t. FPT 173t. APT 65t.
FK. Collisions BH to Shelter Dk. 6BH to upper Dk. Cem. Wlgs do A/C.P. B150' F47' on Shelter Dk.
Date of Build 10,20.

see letter
2/2/24

M. A.S.
27-1-21

It is concluded reverse frames are fitted in Boiler space as approved, that the Collision bulkhead between deck stiffeners are Bull angles, & that the thickness of rudder plate, thickness of C, D, E & F strakes forward, & riveting in Butts of inner Bottom plating are all as approved also that the shell landings have been triple riveted where required, but the Surveyors should be requested to state if this is so.