

Im. 8.21.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. "Malix"* Rpt. *Hul* No. *34386*

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. *2362*

Depth "d" *11.0' to upper Sk*
14.5' " R. Q. Sk.

between

Framing: Tables Nos *2+3*

Description *Bulb angle as approved.*


2nd Longitudinal No. *7415*


Proportions Length = *12.96 to upper Sk.*
Depth *10.29 " R. Q. Sk.*

Deck Sheerstrake *as approved.*

This vessel has been constructed in accordance with the Revised Rules, and the Builders obtained the Owners' sanction thereto. See special endorsement attached re equipment.

The Hull Surveyors report that owing to labour troubles the engine casing was bolted, and not riveted as required, but the Owners propose to rivet same at the first convenient opportunity. It is submitted the Owners proposal merits the favourable consideration of the Committee.

This vessel appears to have been built in accordance with the Revised Rules and the approved plans, and it is submitted she is eligible to be classed  *100. A. 1. (Steel) Subject to the engine casing being riveted at the first convenient opportunity, as recommended.*

 *100. A. 1. (Steel)*

1 Sk (Stl) "well Deck."

Cell DBf 99' 14 2t, FPT 55', APT 28t,

FK, 43H, Cem, Lloyd's AHP, 999'

B 11', F 25' Mchly Aft.

Subject to.

The Certificate of Classification to be endorsed
"Cargo bidders not fitted," and the same
actions to be entered in the Register Book.



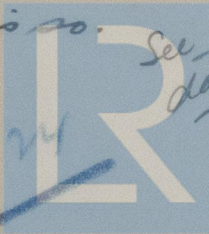
AWJ.
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Lloyd's Register
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P.T.O.

W49-0099 1/2

It is concluded the thickness of $\frac{1}{2}$ 56 bulkhead plating
at bottom is as amended on approved plan and not as
reported, ^{that a semi box beam is fitted on the after peak bulkhead} the breadth of edge of keel and garboard plating
is as required for $7\frac{1}{8}$ " rivets and not as reported, the spacing
of rivets in frames to shell forward of the $\frac{1}{2}$ length and in
the peaks as approved, and the tests of the steel wire towline,
tawsers and warps are as required, but the Surveyors
should be requested to state if this is so.

Dr 29. 1 24



See letter
dated 11. 24
2020

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