

Subject to permanent repairs to a fractured shell plate
in bottom of No. 2 tank at first opportunity. No. 2 & 4 tanks
for fresh tanks. Rotterdam No. 1 to scrape coal & re-examine

4

by Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME *St. L. SPLENDOR*

Rpt. *Gen*

No. *9305*

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.)

of Survey

COMPLETION OF *1st* S.S. No. *3*

The *1st* S.S. No. *3* partly held at *Genoa & Trieste*

now completed, and the following repairs done (due to wear & tear):-

Vessel placed in drydock, bottoms coated.

5 shell plates, 1 stringer & 3 deck plates renewed.

Repairs to frames & bulkhead stiffeners in tanks
& to dunnage bails house floor.

It is submitted the vessel is worthy to remain as classed, with record
of Survey *1. 76* and notation of S.S. *No. 3-1. 76* as recommended.

without special condition

100 A.1

1. 76 Gen

S.S. Gen No. 3-1. 76
Carrying fuel in bulk
Fitted for oil fuel &c.

Without &c.

BH

Witness
16. 2. 76

It is concluded it was not considered necessary to
submit the shell plating, but the Surveyor should be
requested to state whether this is so

W594-0171