

Chief Surveyors

Received from Chief Surveyors

EL'S NAME Steel S.S. "SWIFTSTAR". Report Pld. No.624.

**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to 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, 24/5/22.)

of Survey

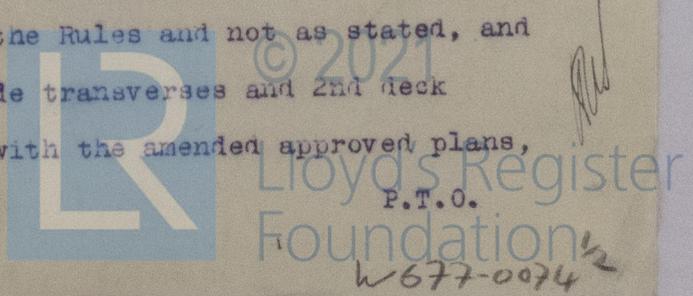
When due

\*100 A.1.(Steel) "Shelter Dk.with Freeboard", "Carrying petroleum in bulk".  
 2 Dks.(Steel) & Shelter Dk.(Steel) & Web frames, "Longitudinal framing".  
 Cell.DB u E.& B.71', 230t., DTf 50', 444t., Tween Dk.tanks a 9' <sup>30 (See letter 16-5-21)</sup> ~~8~~ t., <sup>16-5-21</sup>  
 FPT 183t., APT 31t.  
 FK., 17 BH (3 to Shelter Dk. <sup>10</sup> ~~2~~ to upper Dk. <sup>(See letter 16-5-21)</sup> ~~2~~ to 2nd Dk.), pt.Cem.,  
 A.& C.P., Mchy.aft.



  
 11. 4. 21.

It is concluded the thickness of floors at ends, the spacing of floors in engine and boiler space, the spacing of the transverses at ends, the frames, reversed frames and side girder angles in double bottom, bottom transverses, face angles and shell lugs, bottom longitudinals forward, side transverses, face angles and shell lugs and shell longitudinals at ends, side girders in oil tanks, pillaring arrangements, bulkhead webs, spacing of rivets in tank top and bottom longitudinals, double transverse shell lugs are fitted as required, and that the lower bulkhead stiffeners are of channel section, all as approved; that the thickness of the inside keel butt straps is as required by the Rules and not as stated, and that the scantlings of the lower side transverses and 2nd deck transverse beams are in accordance with the amended approved plans,



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and that the cofferdams have been tested as required, but the Surveyors should be requested to state if this is so.

It is also concluded the fresh water tanks referred to in the particulars of water-ballast are situated in the tween decks at the after end of engine space, and that the capacity given is for each tank, and that the numbers of bulkheads to upper and second decks are as stated, although on the approved plan of Profile & Decks these are 10 and 4 respectively, but the Surveyors should state if this is so.

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