Engine Room ..
Gross Tonnage 1341·53
Less Crew Space 61·18

Depth "d," at middle of length (See Secs. 2 & 13) 8 3

Managers E.A. Casper, Edgar

W755-0139

W755 0138

4m,8,15.

For full parts see

Received by Chief Ship Surveyor 27. 10. 15.

Received from Chief Ship Surveyor 27 OCT 1915

VESSEL'S NAME Stl. Sc.Sr. "SPIRAL". Rpt. W.Hpl. No.15169A

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.)

Nature of Survey 1st Entry Classification S.S. No. 3 & Damage

RETAIN

This vessel was built by the Nylands ~~Mek~~ Verkstads of Christiania in 1906, and classed 1A1 in the Norske Veritas.

The vessel was stranded at Redcar in March last but was salved and placed in dry dock at Hartlepool.

In August last the Hartlepool Surveyors forwarded plans of the Midship Section and Profile and deck plans which were supplied by the new Owners, who wished them to be examined with a view to the vessel being classed in the Register Book.

It was found that the Scantlings and arrangements were equivalent to the requirements of the Society's Rules for the 100.A1.class for the year in which the vessel was built, provided 75 fathoms of 3¾" steel wire and 180 fathoms of 5" hawser or 1¾" steel wire be added to the equipment now on board.

A report has now been received from the Hartlepool Surveyors from which it appears that the Scantlings of the vessel have been verified, and the requirements of Section 48 of the Rules complied with, also the requirements for the Special Survey No.3; and the ropes referred to above supplied.

The following repairs due to damage sustained thro Stranding have now been carried out:-

97 shell plates renewed; 31 removed, faired and refitted, and 14 faired in place. 175 frames renewed and 31 part renewed;

P.T.O.

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Angles on upper edge
Spacing
Tie Plates
Deck. Material and thickness
Bridge Deck Stringer Plate, br'dth & thickness