

by Chief Ship Surveyor

Received from Chief Ship Surveyor

L'S NAME *Steel S.S. "TIMAVO" (ex "OMBLA")* Rpt. *Li* No. *4910*

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. *84.0* Depth "d" *12'-5"*
 Framing: Table No. *3* Description *Built Angle as approved*
 Longitudinal No. *37800*
 Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{10.46}{1}$

Deck Sheerstrake *as approved**See Separate endorsement re date of build*

To complete the equipment 60 fms of Chain Cable require to be supplied. Four lengths of 90 fms each 3" Steel Wire Ropes & Wires have been supplied instead of four lengths of 100 fms each 2 3/4" Steel Wire as required by the Rules. Repairs have now been effected to damage sustained by vessel stranding on breakwater.

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 \times 100 A-1 (Steel) "Shelter Deck" *Subject to 60 fms of Chain Cable of proper weight & test being supplied.* with freeboard, "A" as

recommended. The Summer freeboard of *8'-9"* from centre of discto 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.

*2 Dks (Steel) and Shelter Deck (Steel)**Cell DB 398' 1654t, FPT 56t, APT 63t**FK Collision BH to Shelter Dk, 6 BH to Upper DR. Cem, A, CP.**B 108' on Shelter Dk.*

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