

Less Engine Room 1882.54  
Less Navigation Spaces 83.26

Proportions - Breadth to Length 7.8  
Depth to Length - Upper Deck to top of Keel 12.9

Residence  
Port belonging to

7.8.

Received by Chief Ship Surveyor 12. 11. 08

Received from Chief Ship Surveyor

VESSEL'S NAME *S.S. "Engineer"*

Rpt. *two* No. *58700*

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.)

Signature of Surveyor

*First entry*

It is submitted that before this can receive the consideration of the Committee the Newcastle Surveyors should be requested to state whether the record of decks as it should appear in the Register Book should not be stated as under, and not as given in their report. -

2 Dk (Stt) & deep framing & shelter dk (Stt) Lower dk (Stt) in No. 1 hold.

They should at the same time be requested to state whether the lower dk has been fitted in No. 1 hold as shown on the approval plan, and if so they should state the thickness of the deck plating and <sup>the size and spacing</sup> ~~the thickness~~ of the beams as these particulars appear to have been omitted from their report. They should also state the breadth of the parboard strake, and <sup>they</sup> should have stated, <sup>in their report</sup> that the double bottom is constructed on the cellular system.

*Inv. to Newcastle  
12/11/08.*



*12/11/08*

Lloyd's Register  
Foundation

W906-0006

hold  
Quarter 'tween Dks.,  
in Hold  
WEB-FRAMES in Fore Hold  
Built Pellass wide spaced  
as per approved plans

Angle on auto  
Tie Plates  
Deck Material  
th & th'kns