

Received by Chief Ship Surveyor.....

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VESSEL'S NAME s.s. "RIVER NORMAN" REPORT Bsb No. 4970

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.)

D to Sh dk 36.5'. D to 2nd dk 27.5'. D for scantlings 35.5' (i.e. 8' above 2nd dk)  
1st Long. No. 15087 Depth "d" -

2nd Long. No. 39100 Proportions =  $\frac{L}{D}$  11.66

Framing As approved Sheerstrake As approved

This is one of the Australian standard ships and a sister vessel to the "RIVER LODDON" etc.

The scantlings approved are as for a C.S.S. vessel with a tonnage opening.

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

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 100A1 "With freeboard" "Fitted for oil fuel 6,46, F.P. above 150°F" 6,46 Bsb.

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, 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 extract, to be inserted in the certificate of classification.

1 Dk & Sh dk  
Cell DB, 346' 1211t, FPT 255t, APT 247t  
FK, 7BH (Coll to Sh, 6 to 2nd dk), pt. Cem., Lloyd's A & CP  
F 43'  
O.L. 449.2'  
E.S.D.

a  
2"



of Anchors.

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed

Insert in S.R.L: - (A bower anchor to be supplied)

NOTE: There are 3 intact divisional watertight bulkheads in the 'tween decks.



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