mn

2,500,10,47.

Received by Chief Ship Surveyor .....

Received from Chief Ship Surveyor 9 1948

CCO Nwc. 3048

VESSEL'S NAME BROOMPARK *REPORT* *No.* 105101

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.)

For conditions of class see previous endorsement, 27.6.47.

The NEWCASTLE Surveyors report (2.48) the vessel examined in dry dock, bottom coated, and on account of 3 damages due to various causes permanent repairs effected to shell plates, frames (s.s), and to minor items.

The Surveyors also report the requirements of a PERIODICAL SPECIAL SURVEY (A) complied with, and minor repairs effected.

For condition of bottom shell plating etc. (Circular 1850) see Nwc. letter of 4th Feb. 1948.

The Surveyors also report the vessel converted to carry oil fuel or water ballast in Nos. 2 & 8 D.B. tanks and in cross bunker in accordance with approved plans.

15 fathoms of chain cable have now been supplied but certificates were not produced. The Surveyors recommend these 15 fathoms be verified with certificate at the first convenient opportunity.

The Surveyors state that 30 fathoms of chain cable were supplied at Avonmouth 3.47, but the markings were not verified. They recommend these 30 fathoms of cable be verified with certificate at the first convenient opportunity.

The vessel has now the full complement (270 fathoms) of chain cable on board.

The 'subject' item "indented plating (p & s)" remains efficient: remaining items dealt with.

The Curacao Surveyor also reports 3.48 the vessel afloat + minor repairs effected

It is submitted the vessel is worthy to remain as classed, with record of docking 2.48 and notation of 'S.S. Nwc. - 2.48', subject to set up butts on bottom (p & s) being examined and measured at each dry docking, to 30 fms. of chain cable (supplied Avn. 3.47) and 15 fms. of chain cable (supplied Nwc. 2.48) being verified with certificates at the first convenient opportunity, to the indented plating (p & s) being permanently repaired at a convenient opportunity, also to (a bower anchor being supplied), but without other condition.

2.48 Nwc.) subject
'S.S. Nwc. - 2.48') without

Insert in R.B:
"Fitted for oil fuel 2.48, FP above 1500F"

31/3/48.
21.4

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