

Received by Chief Ship Surveyor 1. 5. 19

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Steel S.S. "CONDE DE ZUBIRIA". Rpt. Bbo. No. 5356

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.)

Transverse No. 72.26 Depth "d" 20.92

Framing: Table No. 3. Description Channels as approved.

Longitudinal No. 22700

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{12.89}{}$

Upper Deck Sheerstrake as approved.

The watertight doors fitted on the stokehold bulkhead are prevented by a riveted angle bar from being opened.

The class should be subject to rods being fitted to the doors in question.

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 \* 100 A1 (Steel) as recommended.

1 Dk. (Steel).

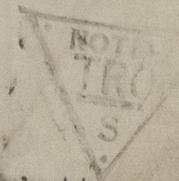
Cell DB 262'80lt. FPT 190t. APT 46t.

FK 5. BH. Cem. Lloyd's A & C.P. P 76'. F39', Machinery aft.

) Subject to the W.T. doors being fitted with rods to work from upper Dk.

Date of Build 18 20/6/19.

M  
3. 5. 19



It is concluded the bottom plating at ends clear of the double bottom is  $11\frac{1}{2}^m$  as shewn on the sketch of Midship Section, but the Surveyors should state if this is so and also whether reversed frames have been fitted at hatch ~~and~~ beams in way of No.3 hatch as required.

See Letter  
Lloyd's Register  
Foundation

013945-013949-0107