Afloat, or in Dry Dock

DETAIL

y Chief Ship Surveyor ..... *Received from Chief Ship Surveyor* .....

'S NAME Stl. S. S. "QUINTO" *Rpt.* Tri *No.* 536A

emarks 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.)

f Survey

See special endorsement re date of build and machinery

Rule Dimensions:-	119.8 x 2417 x 13.06	
Scantling Nos.	37.23 x	4460.15
Proportion:-	Length=9.2	depths

This vessel, which was built in sections at Hamburg and erected at Trieste, was launched in November, 1918.

Plans were examined in 1919 and the vessel approved for the Class A - with freeboard "For Service in the Mediterranean"

A Report has now been received from the Trieste Surveyors giving particulars of scantlings, which are generally in accordance with those approved.

Owing to a slight alteration to the breadth of the vessel, the transverse number has been increased, thus effecting the framing grade, but the framing as fitted appears to be satisfactory.

The vessel was examined in dry dock in October 1920 and generally examined last month. The requirements of Sec. 48 of the Rules have been complied with.

The chain cables have been tested at an approved Machine by Surveyors to the Registro Navale Italiano: the tests applied are slightly in excess of those required, but the number of the certificate and weight of the cables are omitted from the declaration of test supplied. The remainder of the equipment is in order.

See separate endorsement regarding date of build.

It is submitted that the vessel appears worthy to be classed A.I. Steel with freeboard "for service in the Mediterranean" as recommended.

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The freeboard of 3'2" from centre of disc to top of statutory deck line at Upper 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 freeboard, as shewn on the accompanying verification form to be inserted in the certificate of classification.

1 Dk.

Cell D.B. f 24' 24t, FPT 37t, APT6t.

B.K. 6" 4BH, Cem, A.P. F 18'

Date of build 10, 20.

3.22 Tri.

7-4-22

It is concluded that the spacing of the frames is as shewn on the plans, but the Surveyors should be requested to state if this is so.

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