

Received by Chief Ship Surveyor 22. 1. 01

Received from Chief Ship Surveyor _____

VESSEL'S NAME Steel S. S. "Juno"

Report Lgn No. 140

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.)

Nature of Survey 1st entry

It is submitted that before this case receives the consideration of the Committee the Surveyor should be informed that the size of the main deck beams stated on the approved sketch of midship section is 8" or $8\frac{1}{2}$ " \times 3" \times $11/20$ " on every frame, the Rules requiring 8" \times 3" \times $11/20$ ", but on the first entry report they are stated to be $7\frac{1}{2}$ " \times $3\frac{1}{2}$ " \times $11/20$ ". He should be requested to explain why this departure has been allowed, and whether any compensation has been arranged.

He should be informed that the ^{signed} approved plans are always required to be returned by the Surveyors along with the first entry reports in order that they may be compared therewith before the reports are endorsed for the Committee.

He should be requested in future ^{the} cases to state ~~that~~ breaking strains of chain cable and stream chains, in addition to the proof strains.

The Cardiff Surveyors should be informed that on the vessel's arrival at their port she is to be supplied with two steel wire hawsers, viz;— one (90 fathoms of $4\frac{1}{2}$ ") in lieu of the stream chain and one (120 fathoms of $4\frac{1}{2}$ ") for the towline. They should see that these are on board, and should report upon the same for the information of the Committee without delay, with a view to the vessel's classification.

Dr 18. 1. 01
And 22 14 Cff

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