

Fully paid

F.E.

Received by Chief Ship Surveyor \_\_\_\_\_

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

VESSEL'S NAME Steel S.S. "WILLIAM BLUMER" Rpt. 5th No. 27905

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.)

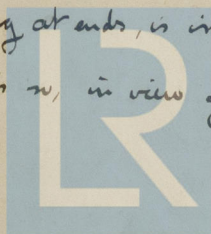
Transverse No. 74.33 Depth "d" 22.0'Framing: Table No. 3 page 16 Description Bull angle as approvedLongitudinal No. 26461Proportions  $\frac{\text{Length}}{\text{Depth}} =$  10.8Bridge Deck Sheerstrake as approved.

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 A.1. (steel) as recommended.

1 Dk (steel)Cell DB 312' 802t. FPT 67t. APT 109t.FK. 6BH. Cern. Lloyd's A4CP P35', B221', F30'

*M. AEB*  
24.8.20

It is concluded the <sup>given in report</sup> thickness ~~for bulk~~ <sup>is in way of floor as every frame,</sup> but the Surveyor should be requested to state if this is so, in view of thickness given on midship section of vessel as built.



Lloyd's Register  
Foundation

002024-002034-0100



$$\begin{array}{r} 25-11 \\ 1-4 \\ \hline 27-3 \\ \hline \end{array}$$