

Sussex Elm

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl. S.S. "Monkstone"* Rpt. *Bid* No. *3280*

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. *44.5*

Depth "d" *11.92*

Framing: Table No. *3*

Description *Bulk angle as*

Longitudinal No. *8455*

approved.

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{13.1}{1}$

~~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)*

1 Dk (Stl) "well Dk."

Cell DB 126', 239t, F.W. Tank in break 7'14t, FPT 53t, APT 30t.

FK, 3 BH, Cem, Lloyd's ATP, 9120', Bow 814', F26', Mch. apr.

*see letter
re 21/6/23.*

*A.W.J.
12/6/23.*

It is concluded the middleline and side keelsons in Machinery Space are fitted in accordance with the approved plans, the sheerstrake increased in thickness & doubled at break, the spacing of stiffeners to collision bulkhead was approved and not as reported, no W.T. doors are fitted as in the sister vessels, and the tails of the keelsons and stream steel wire are as required, but the surveyors should be requested to note & state in CO. AWJ.

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