

"ESSO PICARDIE"

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl T.S. " J. H. SENIOR "* Rpt. *Ham* No. *19864*

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).

*1<sup>st</sup> Long*

Transverse No. *20150*

Depth "d" */*

Framing: Table No. *'*

Description *Longitudinal framing*

Longitudinal No. *56550*

Proportions  $\frac{\text{Length}}{\text{Depth}} =$  *13.42*

Deck Sheerstrake *as approved*

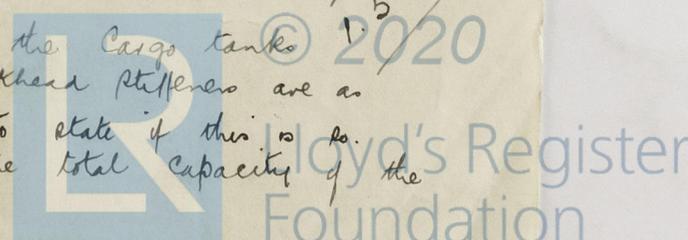
*Revised Rule*

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

✠ 100A.1. (Steel). Carrying Petroleum in Bulk.  
2 D<sup>cs</sup> (Stl) + Web Frames, Longitudinal framing, Bracketless System, Rudder partly electrically welded }  
Cell D.B.U.E 78' 225t, D.Ts + 48' 1990t, F.P.T. 270t, A.P.T. 255t.  
F.K, 17 B.H (H.B.H. to 2<sup>nd</sup> D<sup>s</sup>) pt Cen pt aft. Lloyds A.R.P.  
after Bridge 55', B 40', F 42'.  
machinery aft.

*[Signature]*  
*J. 5.31*

It is concluded the spacing of the Transverses in the Cargo tanks and the size of the Collisions and afterpeak bulkhead stiffeners are as approved, but the Surveyors should be requested to state if this is so. The Surveyors should also be requested to state the total capacity of the Deep Tanks forward.



002401-002409-0041