

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. " U R D " Rpt. Mdb. No. 10782

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, 24/6/92.)

Transverse No. 72.67Depth "d" 22.0Framing: Table No. 3.Description Bulb angle as approved.Longitudinal No. 24270

Proportions  $\frac{\text{Length}}{\text{Depth}} = 10.3$

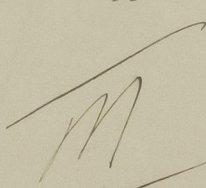
Bridge Deck Sheerstrake as approved.

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 A1. (Steel) as recommended.

1 Dk. (Steel)

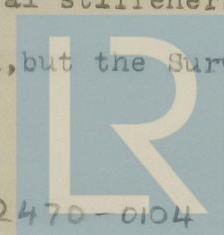
Cell.D.B. 290' - 725' - FPT 124t. APT 90t.

TK. 5 BH. Cem. Lloyd's A &amp; C.P. P 33'. B. 102'. F 33'.

  
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It is concluded that a web frame or equivalent strengthening is fitted in the engine & boiler space and that the vertical stiffeners or lower part of collision bulkhead are of bulb angle as required, but the Surveyors should state

(P.T.O.)


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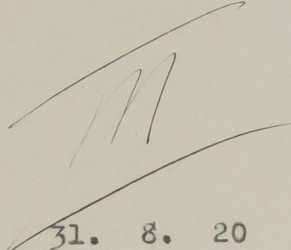


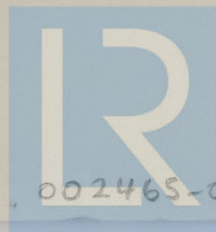
(2)

Steel S.S. " U R D " (Cont.)

if this is so, and also, in view of the spacing of the stiffeners on bulkheads Nos. 35 & 62, whether the number of stiffeners is as shown on the approved plan.

The Surveyors should also state whether the dry tank under boilers is watertight, and if so, whether this space has been tested as required by the Rules.

  
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