

1m, 12, 15.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl. J. S. M. V. "Luossa."* Rpt. *Got.* No. *5306.*

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, 24/5/32.)

Transverse No. *79.48*

Depth "d" *22.2'*

Framing: Table No. *3*

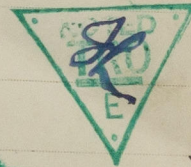
Description *Bolt angle.*

Longitudinal No. *30600*

Proportions Length = *11.3*
Depth

Shelter

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) "Shelter Dk"* with freeboard," as recommended. The Summer freeboard of *9'2"* from centre of disc to top of statutory deck line at *Shelter* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

1 Dk (Stl) + Shelter Dk (Stl).

Cell 2B. u E 32' f 105' 65 it, DTf 68' 730t, DTA 103' 1225t

FPT 58t, APT 368t.

FK Collision BH to Shelter Dk, 6 BH to Upper Dk, 1st. Cem, ATR, 4th to Shelter Dk

Certificate of Classification, to be endorsed

"Cargo battens not fitted," and the same notation to be printed in the Register Book.

It is concluded the spacing of the upper Dk beams is as approved and not as reported, but the surveyor should be regulated to state it this is so!

21/3/23.

003307-003310-0179

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