

5c1225.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl T.S.M.V C.O. STILLMAN* Rpt. *Bmn* No. *1040*

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.)

1st Long
 Transverse No. *25142* Depth "d" ✓
 Framing: Table No. _____ Description *Longitudinal framing*
*2** Longitudinal No. *67706*
 Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \frac{\quad}{\quad}$ *12.7*
 Deck Sheerstrake *as approved*

Revised Rules

15 fathoms of chain cable requires to be supplied to replace that amount lost.

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). Carrying Petroleum in Bulk* } *subject to 15 fathoms of chain cable of proper weight test being supplied*
2 D" (Stl). + web frames, longitudinal framing, Bracketless Systems.
Cell D.B. E 74' 4315, D.T. 68 10405, F.P.T. 4446, A.P.T. 3376.
F.K. 17 B.H (4 B.H to 2 D"). pt asp, Lloyds A RCP.*
B 40', F 45'. machy aft.



[Signature]
See letter
1.3.28.

It is concluded the back bars to shell have been fitted on the transverse on bottom and at bilge as approved, but the surveyor should be requested to state if this is so