

3m.0.20.

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Sent to Chief Surveyors \_\_\_\_\_

Received from Chief Surveyors \_\_\_\_\_

VESSEL'S NAME Std S<sup>M/V</sup> L.T.C. No 2 Report R<sub>0</sub> No. 2548**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to 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.)

Nature of Survey 1<sup>st</sup> Entry When due \_\_\_\_\_

✠ A. I. (Steel) "oil Barge Carrying Petroleum in Bulk.

In Service on New York State Barge Canal and from New York  
to Belfast Me. via Long Island Sound, and Cape Cod Canal.

10" (Steel) Web Frames, Longitudinal framing, Bracketless Systems  
F.P.T. 125t, A.P.T. Hit.

F.K., T.B.H., ft asp, Lloyd's A RCP.

Q 17' Bridge over machinery space 35'  
machinery aft.

It is concluded the diameter of the steering chain is as required but  
the Surveyor should be requested to state if this is so.

Second Deck, amidships, Angle, ☐ or ☐ \_\_\_\_\_