

Do. of exci  
Do. above  
Engine

"Sole"

F.E.

Received from Chief Ship Surveyor  
by Chief Ship Surveyor 8.1.16

EL'S NAME Steel S. S. "Silver Shell" Rpt. Pll No. 2304

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.)

Transverse No. 84.08 Depth "d" ✓  
Framing: Table No. ✓ Description Longitudinal Framing  
Longitudinal No. 34640  
Proportions Length = 13.2  
Depth

Upper Deck Sheerstrake and other scantlings as approved for vessels built on the Longitudinal System

The 1st Bower anchor is 50 lbs light but the Collective weight of the 3 Bowers is 71 lbs in excess of the weight required by 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  $\nabla$  100 A.1. (Steel) "Carrying petroleum in bulk" as recommended.

$\nabla$  100 A.1. (Steel) "Carrying petroleum in bulk"  
2 Dks (Steel) and Web frames - Longitudinal Framing.

NB = Cell DB u E & B 44' 199t . DT. 32', 33't . FAT. 114t., A.P.T. 106t.  
(12BH to UD, 4BH to 2<sup>nd</sup> DK)  
FK. 16BH. A pt Cem. A. + C.P., P. 110' B 26' F 40'. Mech. aft.

It is concluded a clerical error has been made in reporting the size of the bottom angles to the Centre girder, & that they have to be fitted of the approved size, but the Surveyors should be requested to state if this is so, & also to forward the approved plans.

AP.  
3.1.16  
Lloyd's Register  
Foundation  
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