of excess of Hatchways 62.38 | stern post | By whom cut

009341-009349-0311

F.E.

Chief Ship Surveyor 2.9.18 | Received from Chief Ship Surveyor

NAME Sheeles Passanger | Rpt. Nett | No. 1524 / 1522

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. 79. | Depth "d" 25.3

Long: Table No. 3 | Description Channels as approved

Longitudinal No. 30020

Proportions $\frac{\text{Length}}{\text{Depth}}$ = 10.

Deck Sheerstrake as approved

The arrangements for carrying oil fuel in D.B. are stated to have been complied with.

This vessel is classed for a period of more than 15 years subject to periodical Survey as required by the Rules.

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 ✠ 100A.1. (Steel) as recommended

1DK (Steel)

Cell D.B. 316' 1373C. F.P.T. 102C A.P.T. 151C

FK. 6BK. Lbds aver. P 44' B 102' F 42'

Date of Build 5.18.

Carrying oil fuel F.P. above 150°F in D.B.

3.9.18

The Surveyor should state whether the inner surfaces of the bottom plating are protected by Cement or Asphalte.

He should also be informed that the upper deck beams clear of the bridge are not as approved or of channel section equivalent thereto, and that the centre girder top angles at the ends are ·48 in thickness as shown in the approved section. He should state if this is so.

Bulb Angle, Plate, Tee Bulb, or Channel | Angles on upper edge | Tie Plates

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