

5 Plans

F.E.

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

SSEL'S NAME *Stal S-S. L155*

Rpt. *Mat* No. *11073*

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.)

Transverse No. *88.16*

Depth "d" *23.34*

Framing: Table No. *-*

Description *Bull angles as approved*

Longitudinal No. *35228*

Proportions Length = *11.25*
Depth =

Upper Deck Sheerstrake as approved

This vessel was partly constructed as a cargo vessel and then converted for the carriage of petroleum in bulk

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 \blacktriangleleft *100-A-1 (Stal) Carrying petroleum in bulk*

2 Dks (Stal) & Web frames

Cell IB v E. B 70' f 38' 249L, APT. NT 1107

FK, 14 BH (9 to upper Dk, 5 to 2nd Dk) Cen, Plyths Av CP.

P 68' B 34' F 37' Hichy Off

See letter 13/8/21

It is concluded a hand pump is fitted to the fore peak and angle straps fitted across the bulks of the upper Dk Sheerstrake in way of the oil compartments are approved but the Surveyors should be requested to state if this is so. They should also be requested to state whether the thickness of the strakes of upper deck plating in way of the expansion tank sides is as stated in the front page of the report and as approved, or .70 as given in the remarks on the last page of the report.