

between Tonnage Dk. and Upper Dk.

post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded)

B 32' 0"

Builders Deutsche

Total

N-N

OTIS

fees paid

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel Screw M.S. "RIGEL"

Rpt.

Ham.

No. 22126

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, 24/5/24)

1st Long. No. 2970

Depth "d" --

2nd Long. No. 9306

Proportions = L 13.2 to dk.
D 10.32 to trunk top

Framing Bulb angle

Sheerstrake As approved

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 100A1 'Carrying petroleum in bulk'

1 Dk. ('Strengthened for navigation in ice' - see machinery end.)

Cell. DB u E 22' 20t, FPT 39t, APT 43t,

FK, 11 BH, pt. Cem., Lloyd's A & CP.

P 54', F 29', Trunk 115'.

Machy. aft

Rudder electrically welded

after requirements completed.

29-12-36



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009962-009975-0232

thickness of Plate...

1100 11
200 90 11

Spacing.....

20



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