

Received by Chief Ship Surveyor

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SHIP NAME *Stl T.S. ICOTEA* Rpt. *Bel* No. *9761*

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. *65* Depth "d" *13.25*

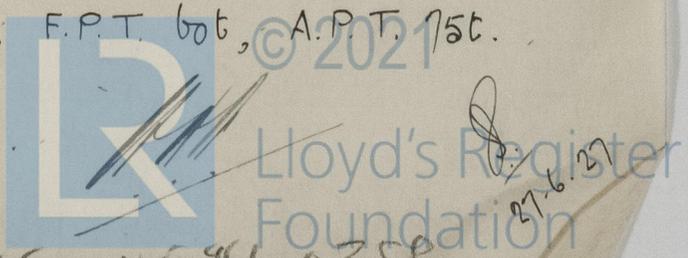
Planning: Table No. *✓* Description *Bull angle frame as approved*

Longitudinal No. *19825*

	Proportions	Length =	<i>20.33</i> to	<i>U.D.</i>
		Depth =	<i>13.45</i> to	<i>Trunk</i> <i>Stl</i>
<i>Deck</i>	<i>Sheerstrake</i>	<i>as approved</i>		

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)* with freeboard," as recommended. *Carrying Petroleum in bulk* The Summer freeboard of $\frac{1}{4}$ ft - $\frac{1}{2}$ in from centre of disc to top of statutory deck line at - deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

Stl (Stl).
wing tanks 4 280t, wing tanks a 356 t, F.P.T. 60t, A.P.T. 75t.
TRK, 7B.H, pt Cam, Lloyd's A.C.P.
267', TRUNK 204', F 34'. Machinery aft.



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