

F.E.

Received by Chief Ship Surveyor

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VESSEL'S NAME *St. Twin S.S. Sierra* Report *Phl* No. *965*

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.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	✓	✓
Spar Sheerstrake . .	$\frac{2}{20}$	proportions
Description of Framing:— <i>bulb angle, spaced 1" closer to compensate for slight deficiencies in thickness of floors & intercostals</i>		
(viz., ordinary, deep, zed, channel or bulb-angle).		

The Surveyors report that deficiencies in the structure of the vessel have been compensated for as follows ;—

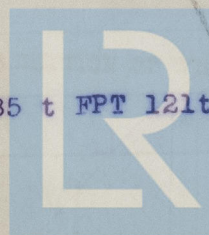
Centre keelson and its angles being slightly below thickness, fitted with a rider plate under middle strake of tank top plating.

Outside plating being slightly below thickness & double buttstraps to main and spar deck stringer plates having been omitted, have been compensated for by doubling main sheerstrake for $\frac{1}{2}$ Len. amidships, 40 lapped butts at ends of vessel being only treble riveted instead of quadruple, have been fitted with inside butt straps.

Deck beams being slightly below thickness, double angle fore and aft girders have been fitted in line with quarter pillars.

In other respects the 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 $\pm 100A1$ "(Steel)", "Spar Deck", as recommended.

$\pm 100A1$ "(Steel)" "Spar Deck"
 3 Dks.(stl) & spar Dk.(stl - pt.w.s.)
 W.B.= Cell.DBa82' uE&B.& Bnks.148' f74' 885 t FPT 121t APT 134t
 F.K. 6Bh Cem A & C P.



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