

50,18.

W1134-0200

F.E.

Received by Chief Ship Surveyor 28. 12. 08

Received from Chief Ship Surveyor

VESSEL'S NAME *St. L. S. Cheyenne*Rpt. *Nov.* No. 55920

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 . .	$3/20''$	<i>Proportions</i>
Spar Sheerstrake . .	<i>✓</i>	<i>✓</i>
Description of Framing:— <i>Bull angle.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

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 $\pm 100 A 1$ ("Steel") "Carrying Petroleum in bulk" as recommended.

 $\pm 100 A 1$ ("Steel") "Carrying Petroleum in bulk"

2 str. (st) & web frame.

W. B = Cell DBMB 75' 170t DTf 36' 302t FPT 124t APT 40t

FK 15BH 86 VTR 975 MR. Cem. Slope A8CP P94' B25' F38' Mely Ht.

C.H.B.
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The surveyor should be requested to state whether they are not in error in having recorded in their report that the double bottom for water ballast extends under the engines as well as under the boilers. C.H.B.

No. of Side Stringers

brdth. & thickness

same as main part 21 x 10

* If Iron or Steel Deck, state if whole or part, and if W

Number.

STIFFEN