

W1156 - 0156

F.E.

by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

L'S NAME *Stl. Tw. Sc. "SOLHEIM"* Rpt. *C/n* No. *9310 & 9311*

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).

ST LONG. METRIC

transverse No. *1452*

Depth "d"

aming: Table No. *1*

Description *Bult angle frames, as approved*

ngitudinal No. *3994*

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} \quad 13.5$

~~Deck~~ Sheerstrake *as approved*

*Extensive damage sustained to the steelwork of the vessel, forward, thro' fire, while building, has been dealt with in the course of the survey during construction.*

This vessel appears to have been built in accordance with the \_\_\_\_\_ es and the approved plans, and it is submitted she is eligible to be classed \_\_\_\_\_

✠ 100 A. 1 (Steel) "Carrying petroleum in bulk"  
1 Dk (Stl)

Cell DB v. E 77' 340t DT f 31' 478t, FPT 218t, APT 78t.

FK, 11 BH, pt com, Lloyd's A & CP

P. 106', B. 34', F. 54'

Inchy aft

It is concluded the longitudinal bulkhead plating on the cargo tanks & the riveting of the bulks of the side shell plating ~~are~~ as approved but the Surveyors should state if this is so.

