

of Surveyors \_\_\_\_\_

Received from Chief Surveyors \_\_\_\_\_

S NAME Steel Twin Sc.M.S."DUNEDIN STAR" Report Liv. No. 106781

**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SUBMITTOR.**

(In cases which have to be submitted to 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, 24/5/32.)

Survey \_\_\_\_\_ First Entry \_\_\_\_\_ When due \_\_\_\_\_ --

\*100A1 "With Freeboard"

1 Dk. & Shelter Dk. 3rd Dk. except in No.1 hold, 4th Dk. forward of machinery space.

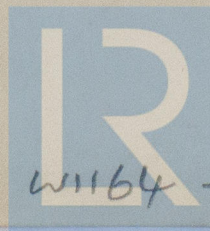
380 1376 24  
Cell. DB 379' 1347t, Tanks in way of tunnels 1405t, FPT 116t, APT 166t

FK, Duct keel forward of machinery space, 8 BH (Coll. BH to Shelter Dk. 7 BH to 2nd Dk.) pt. Cem., Lloyd's A & CP.

P 83', B 201', F 70'

Att. 27.2.36. LHK

It is concluded the tanks in way of the tunnels at centre and sides are not common with the double bottom compartments beneath them, but the Surveyors should be requested to state if this is so, and at the same time to state whether they are correct in reporting the breadth of the 2nd deck stringer plate in way of bridge to be 49½"



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Foundation

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