

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME "HOEGH SILVERDAWN" Rpt. Cpn. No. 11143

he 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, 24/5/82.)

1st Long. No. 16227

Depth "d" -

2nd Long. No. 41325

Proportions =  $\frac{L}{D}$  11.54

Framing Bulb angle frames as approved

Sheerstrake As approved.

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 ~~3100~~ A1. "Carrying cargo oil, FP above 150°F, in fore and after peak tanks and DT s"

2 Dks 3rd Dk in Nos 2 &amp; 4 holds. Platform dk in No 3 hold.

Cell DB 379' 1411t, DTa 55' 1166t, Wing tanks in machinery space 8'254t,

MT 30' 1146t, DT 47' 1176t FPT 134t APT 140t.

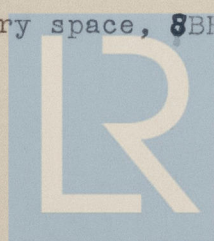
FK, Duct keel forward of machinery space, SBH, PT Cem. Lloyd's A &amp; CP

P 35' F 80!

O.L. 465.5'

E S D

b-1


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16.4.40.

P.T.O



"HOFGH SILVERDAWN".

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Insert in S.R.L:- *(in italics)*

✓  
'Fuel oil is not to be carried in fore and after peak tanks when vegetable oil is being carried ~~etc~~ in the adjoining deep tanks.

When fuel oil is to be carried in DB and vegetable oil is carried in DTs immediately above, care is to be taken that loading of fuel oil is stopped before tank<sup>top</sup> is under pressure.

~~The approved plans have not been received and in the existing circumstances the report has been checked from the copies in the London Office.~~

~~It is concluded there are 7BH only.~~



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