

F.E.

by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

L'S NAME *Stl & CERINTHUS*Rpt. *huc* No. *86211*

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).

Long
transverse No. *8542*

Depth "d" _____

aming: Table No. _____

Description *Longitudinal framing as approved*ngitudinal No. *24790*

Proportions $\frac{\text{Length}}{\text{Depth}} =$ *13.14*

Deck Sheerstrake *as approved**Revised Rules*

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

✠ 100 A.1. (Steel) Carrying Petroleum in Bulk.

1st D^k (Stl). 2nd D^k (Stl) in fore Hold. Web Frames Longitudinal framing
Rudder electrically welded.

Cell D.B. v E & B. 54' 835, D.T. 26' 4265, F.P.T. 895, A.P.T. 1055.

F.K., 13 B.H., *prem.* Lloyd's A.C.P.

P 88', TRUNK 198' F 49'.

Machy apr.

W154-0085(1/2)

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It is concluded the inner surface of the bottom plating under the boilers
is protected by cement, & that the ~~thickness~~ thickness of the centre line bulkhead
plating is as approved but the Surveyor should be requested to state
if this is so. ~~also the spacing of the shell longitudinals~~
The Surveyor should also state the manufacturer's name of the steel
used in the construction of the vessel

11/19/30.

19.9.30



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W154-00854/3