

mes from centre to centre and clips
" to collision bulkhead " from
mes from centre to centre in peaks...

27
27
27
27

CENTRE LINE KEELSON, Vertical Plate above
floors, Through Plate, or Intercoastal Plate
Rider Plate

Surveyors

Received from Chief Surveyors

NAME

Shelless Chantala

Report

66

No. 40321

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR

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, 24.5.92.)

Survey

When due

W157-0044

100 A-1 (Steel) Shade DK

2 DKs (Steel upper W.S.) & Shade DK (Steel Teak S)

Cell DRB. 269' 5696. DT Ag' 566. F.P.T. 396 APT 216

1-K. 834. Cam. Lloyd are p. F a shade DK 37'

Rs. 19.10.70

It is concluded that the stiffeners on collision bulkhead are spaced 24' apart, but the Surveyor's showed state of this was.

SHADE	Remainder in Holds	40	40	32	36	40	32
Angle or Shtr	DK, Single Angle,	10	35	46	10	35	46
Angle, Plate, Tee Bulb or Channel		9	3	40	9	3	40
on Deck	Single Angle Bulb Angle	10	35	46	10	35	46

"Angles on ditto, NO.
"Tie Plates, outside Hatchways
"Deck.* Material and thickness
Third, Fourth & Fifth Deck Stringer Plate,
breadth and thickness

400.34

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