

W1617-0060

28/2/10

Received from Chief Ship Surveyor

VESSEL'S NAME

Stt St' Sarajevò

Rpt. *Tri*

No. 2367

The 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.*)

CLASSIFIATION.

| Items. | Additions (if any) required by Rules, or as approved. | On account of:— |
|--|--|-----------------|
| Main Sheerstrake . . | <i>2 1/2" less but compensated by increase in thickness of topside plating</i> | |
| Spar Sheerstrake . . | | |
| Description of Framing:— <i>Deep (bulb angle) framing means to (viz., ordinary, deep, zed, channel or bulb-angle). compensate for wider spacing.</i> | | |

The parbrava stroke is of less thickness than required by the Rules but is compensated by increase in breadth.

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 \pm 100A1 (Steel) *Trade deck* *For service in the Admiralty* with freeboard, $\frac{1}{2}$ as recommended. The Summer freeboard of *2' 0"* from centre of disc to top of statutory deck line at *Grain* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

certificate of classification.
 † 100A1 (Std) "Shade an with frubrand" For service in the "Admiralty"
 1 Dr & dup framing & Shade an (Std-WS) lower an (Std) in fore hold
 NB: Out D Ba 50 n E 22 90L F.P.T 10L APT 196
 FK H B H Gen. Loyds a 160

250,1,7.

| | |
|--|--------------------|
| | Brdth. & Thickness |
| No. of Side Stringers | " " |
| WEB FRAMES, In E. & B. Space, No. & Spacing | |
| | Brdth. & Thickness |

| | | | |
|---------------------------------|--|--|---|
| ✓ | | | ✓ |
| Bulkhead equal to rest frame | | | |

| | | | | | | |
|--|------------|-----------|------------|---------------|------------------|---------------|
| * If Iron or Steel Deck, state if whole or part, and if wood deck. | | | | | | |
| BULKHEADS. | Number. | | Thickness. | STIFFENERS. | | |
| | In Vessel. | Per Rule. | | Horizontal. | | Vertical. |
| | | | | Size, Inches. | Spacing, Inches. | Size, Inches. |
| 1 | 1 | 1 | 1/2 | 1/2 | 1/2 | 1/2 |

Dry Dock.....
 s with Flat lai
 s of Beams.....
 und of Beam,
 Inches in Ship.

$7 \times 2\frac{1}{4} =$
 $7\frac{1}{4} \times 5\frac{1}{8} =$
 $7\frac{1}{4} \times 4\frac{3}{4} =$
 $6\frac{1}{4} =$
 $4\frac{3}{4} \times 4\frac{3}{8} =$
 late comp

| Ships. | Inches in Ship. | 20ths in Ship. |
|--------|-----------------|----------------|
| 2 | | 8 |
| 1 | | 9 |
| | | 8 |
| 5 | 3 | 8 |
| 5 | $\frac{3}{4}$ | 7 |
| | | 7 |
| 3 | 3 | 7 |
| 5 | 3 | 8 |
| | | |
| | | 7 |
| 3 | 3 | 7 |

| | |
|-----------------------------------|-----------------|
| 44 | 8 |
| $\frac{1}{2} \times 3\frac{1}{2}$ | 8 |
| 10 | 8 |
| | $\frac{56}{20}$ |
| 3" PP | |
| 28 | 6 |
| 3" 3" | 6 |
| | 2 |
| | |
| | |
| | |
| | |
| | |
| | |
| 38 | |
| $\frac{1}{2} \times 3\frac{1}{2}$ | |
| | $\frac{56}{20}$ |
| 3" PP | |