

F.E.

by Chief Ship Surveyor 13-12-17

Received from Chief Ship Surveyor

EL'S NAME *Ste of Montreal* Rpt. *4pe* No. 15426

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.)

Transverse No. *66.83* Depth "d"
 Framing: Table No. *1* Description *Longitudinal framing*
 Longitudinal No. *21492*
 Proportions $\frac{\text{Length}}{\text{Depth}} = 9.6$

Bridge Deck Sheerstrake & other scantlings as approved for vessels built on the Longitudinal System.

The Surveyor states that the stowage of the anchors was considered unsatisfactory. He recommended this should be remedied at the first opportunity, not because the anchors failed to stow in the hawse pipes but solely because they could not be relied upon to do this each time they were heaved. The Deputy Controller of Aux Shipping has been communicated with & in reply states that a report would be received from the Master after 4 to 5 weeks working & the Builders would be asked to visit the vessel then if further attention was required & this office will be advised.

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 *+* 100 A1 (Steel) For Government Service Carrying petroleum in bulk.
 2 D^{ns} (Steel) & Web frames. Longitudinal Framing.
 Cell 10B = E+B 68.146t. DT.f 24.91t. FPT 49t APT 32t.
 FK. 16 BH (10 to upper 18". 6 to 2nd dk) pt cem.
 Lloyds A+CP. P46 B107. F39

M. Mei.

13-12-17



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W198-0993