

ved by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *Stul S.S. "CANADIAN CONSTRUCTOR"* Rpt. *Hfx* No. *1394*

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.)

Transverse No. *86* Depth "d" *17'25"*
 Framing: Table No. *3* Description *Built angles as approved*
 Longitudinal No. *36980*
 Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{11.3}{1}$

Deck Sheerstrake *as approved*

The Surveyor should be requested to direct the Owner's attention to the fact that the deep tanks should not be used for carrying oil fuel until the approved arrangements are completed.

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-A-1 (Stul)* 'Shelter Deck' with freeboard," as recommended. The Summer freeboard of *9'2½"* from centre of disc to top of statutory deck line at *Shelter* 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.

2 Dks (Stul) & Shelter Dk (Stul)

CU DKB 360' 1159t, DTA 24' 625t, FPT 132t, APT 128t, FK, 2BH to Shelter Dk, 5BH to Upper Dk, pt Cen, Av Ct, P46' F45' in Shelter Dk.

The Surveyor should also state what required to be done to make the deep tanks suitable for carrying oil fuel.

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