

W32-0101

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

Stt S. "Freiengels"

Rpt.

Blu

No.

1682

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.

86.25

Depth "d"

19.5

Framing: Table No.

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Description

Built angle as approved.

Longitudinal No.

36382

Proportions

Length

10.48

Depth

Deck Sheerstrake

& side plating in the strake of approved thickness.

The stream anchor is 7 lbs less in weight than required, but the weight of the remaining anchors is in excess of that required.

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 +100A-1. ("Steel") as recommended.

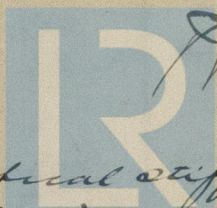
+100A-1 ("Steel")

2 Dns (Stt - n Iron S)

WB = Cell DBa 14' n 6 24' f 183' 12256 Iron at. tanked at 2 4516 f 40 44966
FPT 85 APT 606

F.K. Intermediate bulkhead in fore hold dispensed with, CBH only
Can Lloyd's Ark P. P60 B 124 F 51

It is concluded that the vertical stiffeners on all the bulkheads, (except the collision bulkhead) are spaced 30" apart as required in the approved plans & not 36" as reported, & no other should state if this is so. 30" see letter 25.11.10



Lloyd's Register
Foundation

STIFF