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F.E.

1m.8

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *SH T.S. ORFORD*

Rpt. *Bel* No. *9934*
Bow No. *2271*

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.)

st. long
 Transverse No. *28533* Depth "d" *24.87 - 16.87*
 Framing: Table No. Description *Bulk angle with reversed frames*
 Longitudinal No. *75783* as approved
 Proportions $\frac{\text{Length}}{\text{Depth}} = 13.4$
 Deck Sheerstrake as approved

Reversed Rule

The Belfast Surveyor report the vessel placed in drydock and the bottom cleaned & coated

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. (Steel)** with freeboard," as recommended. The Summer freeboard of *8 1/2* in from centre of disc to top of statutory deck line at - 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.

*3 Dks (Stl - weathers D" teaks), 4 1/2" D" (Stl) in fore holds and in No 5-6 holds
5 1/2" D" in No 1 Hold.*

*Cell D.B. 512' 2098T, D.Ts at sides of Engine Room and in way of tunnels 658T
F.P.T 91T, A.P.T. 172T.*

*F.K. duct Keel forward of machinery space, 15 B.H (cal B.H to weathers D") at stem, Register
 B 361' F 78'.
 Upper B 299'.
 Lloyd's Register
 Foundation
 2.3.28*