

Do. of Bridge  
Do. of Forecast  
Do. of Houses  
Do. of excess of  
Do. above

W581-0058

F.E.

Received by Chief Ship Surveyor 30.3.03

Received from Chief Ship Surveyor

VESSEL'S NAME *See. Larin S.L. Orita*

Report *Bel* No. *5569*

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.)

### CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	<i>4/20"</i>	<i>Proportions</i>
Spar Sheerstrake . .	<i>/</i>	<i>/</i>
Description of Framing:— <i>Channel, as approved.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

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  $\pm 100 A 1$  ("Steel") as recommended.

$\pm 100 A 1$  ("Steel")

*3 Stk (Stt. 2-WS) Orlop beams aft, aloft Stk (Stt) forward.*

*W.B = Cell DB a 133' a E 4 B 108' f 180' 1502 E FPT 135 APT 846*

*FK 9 BK 3" 8BH Cam. Length 49 CP F53*

*C. H. P.*  
*30/3/03*

The Surveyor should be informed it is enclosed the Steam Chain is of the required weight, but they should be requested to forward particulars of same, as they have omitted this information from their report. It should at the same time be pointed out to them that the record of decks on the third page of the report does not agree with the particulars on the first page with the plans of the vessel, from which it appears the record should be:— *3 Stk (Stt. 2-WS) Orlop beams aft, aloft Stk (Stt) forward.*