

F.E.

Chief Ship Surveyor 14. 7. 04

Received from Chief Ship Surveyor \_\_\_\_\_

NAME Ste. S. S. SeminoleReport Npl. No. 12405

marks 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 . .	<u>2 1/2"</u>	<u>Proportions</u>
Spar Sheerstrake . .	<u>"</u>	<u>"</u>
Description of Framing:— <u>Bulb angle.</u> (viz., ordinary, deep, zed, channel or bulb-angle).		

The chain cables are <sup>cut to the</sup> 1-0-21 or 1/6" of one per cent less in weight than required.

~~then report~~ 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") "Carrying Petroleum in bulk" as recommended.

+ 100 A 1 ("Steel")

"Carrying Petroleum in bulk"

2 DR (See) &amp; web frames.

N.B = Cell DB u EYB 79' of 36' 2146 FPT 1156 APT 326

FK 13 BH Cam. Slope 180CP P239' F36' Melby Aft.

C.H.  
14/7/04

The Surveyor should be requested to state whether the number of W. F. bulkheads for record in the Register Book should be 13 as shown in the approved profile plan, or 14 as stated in the report. They should at the same time be informed that the statutory test of the chain cables as stated in the report is in error and should be 91 1/8.

C.H.

W585-0273