

Do. of excess  
Do. above Cr  
Engine Ro  
Gross Tonn

F.E.

Received by Chief Ship Surveyor 14.6.02

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

VESSEL'S NAME M. S. S. "Pure Oil" Report Proc. No. 43644

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.)

CLASSIFICATION.

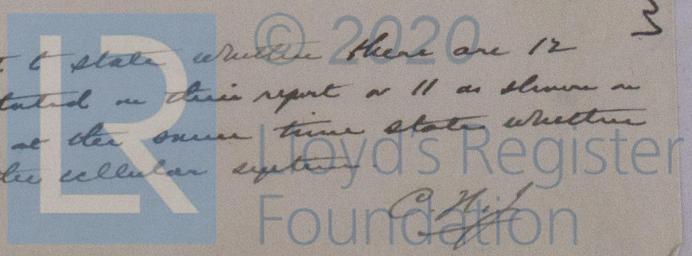
Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	<u>3/20"</u>	<u>Proposition</u>
Spar Sheerstrake . .	<u>✓</u>	<u>✓</u>
Description of Framing:— <u>Bulb angle as approved.</u> (viz., ordinary, deep, zed, channel or bulb-angle).		

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  $\nabla$  100 A 1 ("Steel") "Carrying Petroleum in bulk" as approved.

$\nabla$  100 A 1 ("Steel")  
"Carrying Petroleum in bulk"  
2 DR (1 set  $\nabla$  a in) & web frames.  
W. B = Cell DB = B 38' 85E FPT 52E APT 22E  
FK 11 BH Cen Lloyd's AYCT P93' B23' F42' Melby A/c.

C.H.P.  
14/6/02

The Surveyors should be requested to state whether there are 12 watertight bulkheads in the ship as stated in their report or 11 as shown on the approved plan. They should at the same time state whether the double bottom is constructed in the cellular system.



8010-797M