

Engine Room 22
Gross Tonnage 4440.22
Less Crew Space 85.20
Less above Crown of 10.02

Length on deck from after part of stem to fore part of stern post 378.16

Owners *Alister S. S. & Co.*
Managers *G. Keim & Co.*

W889-0153

F.E.

Received by Chief Ship Surveyor *16/1/06*

Received from Chief Ship Surveyor

VESSEL'S NAME *Star S. S. "Hornth Head"* Rpt. *Bul* No. *6216*

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, 24/5/02.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	<i>2 1/2"</i>	<i>Proportions</i>
Spar Sheerstrake . .	<i>1</i>	<i>1</i>
Description of Framing:— <i>Deep (bulb angle) 2 1/2" lies in depths but (viz., ordinary, deep, zed, channel or bulb-angle). Compensated for by 2 1/2" increase in thickness</i>		

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 ("Stub") as recommended.

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2 1/2" (Stub) & deep framing

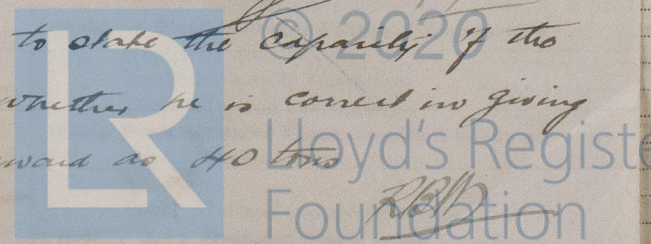
N. B. Bulb 2 1/2" u/b 4 1/2" f 10 1/2" 250 t DTA 780t

F.K. C.B.N. Gen, Lloyds A&P 237 B 105 537

C. Ryf RBH 16/1/06

The Surveyor should be requested to state the capacity of the after peak tank and also to state whether he is correct in giving the capacity of the double bottom, forward as 40 tons

50,8,8.



"	"	Hold	"	"	<i>1 3/4 5 5 1/2</i>	<i>100</i>	"	Tie Plates	<i>Steel</i>
"	"	Quarter 'tween Dks.,	"	"	<i>2 3/4 6 4 1/2</i>	<i>100</i>	"	Deck, Material and thickness		
"	"	in Hold	"	"	<i>1 3/4 6 6 1/2</i>	<i>100</i>	"	Forecastle Deck Stringer Plate	<i>1 1/2 1 1/2 1 1/2</i>	