

1m, 12.15.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *Stl S "CEFALU"* Rpt. *Bel* No. *10359*

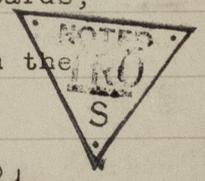
The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("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.)

1st Long
 Transverse No. *12635* Depth "d" *6.8*
 Framing: Table No. Description *Angle frames with Reversed frames as approved*
 Longitudinal No. *32775*
 Proportions Length = *11.43*
 Depth =
 Deck Sheerstrake *as approved*

Revised Rules

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 *9m - 8m* 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, shown on the accompanying verification form to be inserted in the certificate of classification.



2 D^{cs} (Stl - weather D^{cs} tanks) 3rd & 4th D^{cs} (Stl) w. holds.
Cell D.B. 308' 734t, tanks in way of tunnel 289t, F.P.T. 48t, A.P.T. 30t.
F.K. "Intermediate bulkhead in forward and after holds dispensed with"
3 B.H. to weather D^{cs}, 1 B.H. to 2nd D^{cs} of Centre Holds A & CP
P 37', B 138', F 40' *all later amendments*
Why should be requested to state the total capacity of tanks in way of tunnel

Are Frame and Reversed Frame joggled? *Yes* Spacing.....

Beib
ding,
loat
 INCHES
 6
 6
 9 x 3
 41 x
 3 1/2
 4
 21 x
 6
 7
 6
 8
 L 6
 w. f
 4
 6 x 6
 frame
 60
 54
 6 x 3
 6 x 3
 6 x 3
 6 x 3
 8
 7

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