

1m,8,21.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *S.S.M.V. "Odense"* Rpt. *Opn.* No. *6954.*

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. *2443.* Depth "d" *10'-6"*
 Framing: Table No. *2+3.* Description *Bull angle as approved.*
 Longitudinal No. *8055.*
 Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\text{13.41}}{\text{}}$
 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 A1 (Steel) as recommended.

1 DK (stl.)
cell D.B. a S.M. 66' 6 1/2 ft. A.P.T. 28 ft. A.P.T. 5 ft.
F.K. 4 BH. ft. New. Lloyds A.H.C.P. P. 37' B. 69' F. 75'



003659-003670-0224

See letter
[Signature]
[Signature]
24-11-24

It is concluded the watertight bulkheads & the tunnel have been tested as required by the Rules and that the foreboards have been verified & put in on the vessel's sides but the surveyor should state if this is so & also if the upper D-beams are built angles as approved.

