

Im, 8, 21.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl S₂ S₂* "PETERSTON"

Rpt. *Sld* Sld. No. *29027*
29029

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 Longl
Transverse No. *10714*

Depth "d" *23.75*

Framing: Table No. *'*

Description *Bulb angle frames as approved.*

2nd Longitudinal No. *30638*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \text{13.83}$

Deck Sheerstrake *as approved*

Revised Rules

vessel examined in drydock after fouling mousing heavy, and the bottom found in order.

This vessel appears to have been built in accordance with the *Revised* Rules and the approved plans, and it is submitted she is eligible to be classed.

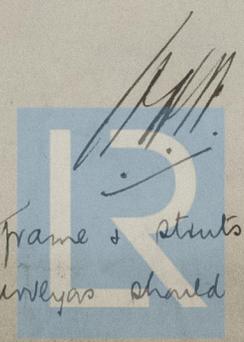
+ 100A.1. (Steel)

1 dk (stl)

Cell DB 342' 1110t, F.P.T. 116t A.P.T. 174t.

F.K, 7B.H, Cem, Lloyds A.C.P.

P 39' B.F 306'.



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It is concluded the frames, reversed frame & struts in way of the bracket floor are of bulb angles, but the surveyor should be requested to state if this is so.

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