

F.E.

Chief Ship Surveyor 22.11.16

Received from Chief Ship Surveyor

NAME

Shless Scotol

Rpt.

Inve

No. 69357

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.)

Transverse No. 50.5

Depth "d" 14.83

Plating: Table No. 5

Description Single angle & Web frames.

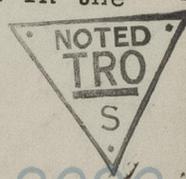
Longitudinal No. 10605

Proportions $\frac{\text{Length}}{\text{Depth}} = 12.72$

* Sheerstrake as approved.

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) "Carrying petroleum in bulk" with freeboard, as recommended. The ~~Summer~~ freeboard of 4 ft 1 in from centre of disc to top of statutory deck line at upper 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.

* 100A-1 (Steel) with freeboard. "Carrying petroleum in bulk".
1 DK. (Steel) & Web frames. 2" St. (steel) in freehold.
Cell DB u E+B 43, 63L D.T. of 30' 253L. F.P.T. 36L A.P.T. 30L
FK. 13.BH. pt Cem. Ligno a x c.p. P44. F40. Mchly abt.



It is concluded all cargo hold tanks, Cofferdams & oil fuel tanks have been tested as required with the following stated state of this is so.

008871-008878-0016

