

DS 631

F.E.

Chief Ship Surveyor 3.7.18

Received from Chief Ship Surveyor

NAME *Sheeso War Lane*Rpt. *live*

No. 71078

marks 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. 83

Depth "d" ✓

Sizing: Table No. ✓

Description *Longitudinal Framing*

Longitudinal No. 33200

Proportions $\frac{\text{Length}}{\text{Depth}} = 10.38$

Bridge Deck Sheerstrake & other scantlings as approved for vessels built on the longitudinal framing system.

The keel anchor has been dispensed with at present as approved for standard vessels. On account of damage the collision two shell plates are slightly indented. The riveting & caulking have been examined & the Surveyors recommend that repairs be effected at owner's convenience.

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) *forming oil fuel in bulk F.P. above 150°F.*

10K Steel, 2 in Beams & Webframes. Longitudinal Framing.

Cell 500 in E+B 59' 240L. + 50' 65L. F.P.T. 95L. A.P.T. 80L

FL. 11BH. pl. cen. Legs axed. 1049 B121 F40

M
3.7.18

It is concluded string beams are fitted in way of the oil tanks as approved & that the riveting of the hulls of all bridge side plating is as required but the Surveyors should state if this is so.

The Surveyors should also forward a copy of the vessel's Section & profile of vessel as built to facilitate the preparation of the Classification Certificate, & for filing with the Registrar.