

F.E.

Received by Chief Ship Surveyor 9.4.14

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VESSEL'S NAME Steel S.S. "Simoom" Rpt. Sld No. 26066

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.)

Transverse No. 60.5 Depth "d" 17.0

Framing: Table No. 3 page 10 Description Bulb angle as approved

Longitudinal No. 17524

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{10.72}{17.0}$

Bridge Deck Sheerstrake .02 less in thickness than required but compensated by alternate bulb angle frames being carried up to give equivalent strength.

The letter regarding the omission of the intermediate B.H. is attached to the 1st Entry report of the S.S. Satrap.

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  $\dagger$  100 A-1 ("Steel") as recommended.

$\dagger$  100 A-1 ("Steel")

1 ar (stl) "well ar"

WB = Cell D.B. a & u E. 108', f. 116' F.P.T. 60t.

Intermediate B.H. in fore hold dispensed with 4 B.H. only

F.K. Cem. Lloyd's A & C.P. P. 24', RQD 90', B. 53', F. 31



Lloyd's Register Foundation  
9.4.14

W 718-0028

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6/2	3	.50	6/2	3	.50	Deck. Material and thickness
Angles on upper edge	3	3	.10	3	3	.10	