

250.114.

F.E.

Received by Chief Ship Surveyor 28.8.16

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel SS 'Prosol'*

Rpt. *SS*

No. 26782

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. 50.5

Depth "d" ✓

Framing: Table No. —

Description *Longitudinal framing*

Longitudinal No. 10605

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

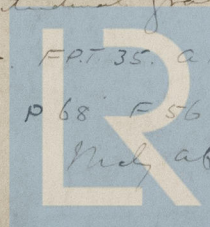
Upper Deck Sheerstrake + other scantlings as approved for vessels built in the Longitudinal System

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 $\star 100 \Delta - 1$. (Steel) *Carrying petroleum in bulk* with freeboard, as recommended. The Summer freeboard of 4.1 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, as shown on the accompanying verification form to be inserted in the certificate of classification.

$\star 100 \Delta - 1$. (Steel) with freeboard *Carrying petroleum in bulk*
1 Δ (steel) webframes. Longitudinal framing.

Cell D13 46 596 DT. f 30 2556. FRT 35. APT 316

FK. 1384. pl. can. LATER. P 68' F 56'



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Bulb Angle, Plate, Top Bulb, or Channel)
Angles on upper edge

SS

" Tie Plates
Deck. Material and thickness

Steel

26

The Surgeon should be informed that the depth
& thickness of the transverse & longitudinal girders in the
bottom & of the transverse at the upper deck should be
given in the report, and that it is concluded there
are as shown in the approved nautical section
but they should state if this is so.

The breaking test of steel wire rope should also
be stated.

M
29 8/16



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