

PILLARS, No. of B	
"	in 'tween
"	"
"	in Hold
Two Angl. Centre Line Bu Stiffeners and S	
Plating, thickness	
STRINGERS AND Uppermost Cont Stringer Plate, l	
"	"
"	Angle i
Thickness of P in way of W	
Thickness of P in way of B	
Thickness of Pl	
If Sheathed, m	
Second Deck. Stringer Plate, l	
STRAKES.	
FLAT PLATE KEEL A B + C 374	
"	DELG. (if)
BOTTOM PLATING, l of Strakes	
BILGE PLATING, No. Strakes	
SIDE PLATING, No. Strakes	
UPPER DECK, She strake in Wells...	
UPPER DECK, She strake in Bridge	
STRAKE BELOW She strake in Wells...	
STRAKE BELOW She strake in Bridge	
POOP SIDE PLATING	
BRIDGE SIDE PLATING	
FOREC'TLE SIDE PLATING	
Total No. of W.T.	
Extend	
As per	
MIDSHIP BULK	
"	"
"	"
"	"
"	"
COLLISION	
AFTER PEAK	
STEEL.	Manufact Coll. Shm Has the

1E

ed by Chief Engineer Surveyor \_\_\_\_\_ Received from Chief Engineer Surveyor \_\_\_\_\_

SEL'S NAME *Chiara* Rpt. *Mr. 97941*  
*Ans. No. 15-688*  
*Ans. " 21008.*

Remarks of the Chief Engineer 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.)

Type of Engine *Oil Engines 4 SCSA.*  
*10 Cy. 25 1/8" - 55 1/8"*

If Boilers fitted with forced draught \_\_\_\_\_

Tail Shaft. If fitted with a continuous liner *Yes*  
 If fitted with an outside gland of \_\_\_\_\_  
 approved type *No*

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *FLMC 10.39*  
*200 180 lb.*

*14*  
*13/10/39.*

*Dynamo test certificates to be forwarded later*

W89-0012