

13 FEB 1946 F.E.

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Transport Ferry "L.S.T.(3)3519" Rpt. Mtl. No. 6709

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.)

1st Long. No. - Depth "d" -

2nd Long. No. - Proportions = $\frac{L}{D}$ -

Framing Aa approved Sheerstrake As approved

This Twin Screw Vehicle Transport Ferry for the Admiralty is a sister vessel to the "L.S.T.(3)3501", "L.S.T.(3)3502", "L.S.T.(3)3503", "L.S.T.(3)3504" etc.

This vessel appears to have been built in accordance with the plans approved by the Society and the Admiralty Rules and ~~the approved plans~~, and it is submitted she is eligible to

be classed GA- "For Government Service" "Fitted for oil fuel 9.45, FP above 150°F.

1 dk, part 2nd dk, 3rd dk clear of mchy space
"Longitudinal framing" "Part elec. welded"
DTsf 112' 1797t, DTa 30' 215t, FPT 48t, APT 138t
FK, 3BH (1 to W dk, 2 to 2nd dk)
O.L. 345.4'
Extreme breadth 55.1'

Kuc

It is submitted the Surveyors be informed it is concluded that the thickness of the flat keel plate forward should be 40 lbs instead of 20 lbs. as reported.

They should be requested to state the breaking strains of the steel wire ropes in the equipment.

See letter 10-11-46



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