

Recd by Chief Ship Surveyor 16/8/09 Received from Chief Ship Surveyor N.N. Spooks F.E.

VESSES NAME Ste Jean Report No. 254

The 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.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	20 lbs but compensated by increase in thickness of plate above	
Spar Sheerstrake . .	20	Proportions

Description of Framing:—Deep (Channel) frames increased (viz., ordinary, deep, zed, channel or bulb-angle). To compensate for omission of middle deck.

The Swan anchor is 2 lbs less in weight than required in other respects. 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 + 100A1 (Nil) Spar deck as recommended.

+ 100A1 (Nil) Spar deck
Spar deck (etc) + deep framing
NB - Bull DBa 90' uE 24' f 136' 538' F.P.T 71' A.P.T 1176
F.K. 5BH - 6m. A & O.P. P36 B94 F33

JW RBL 16/8/09

WEB FRAMES, In After Body, No. and spacing	brdth. & thickness	ONE	ONE
No. of Side Stringers		4 3 8	4 3 8
Size of Angles or Tee Bars to Web Frames		50 31 //	50 31 //
BRACKET PLATES to Stringers between Web Frames, depth and thickness	H.B.S.	31 31 //	31 31 //

Are the outside Plates doubled two spaces of Frames in length?
Are the Sluice Valves and Watertight Doors in efficient working