

F.E.

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S. S. "British Scout" Rpt. Nov. No. 76050

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. 54 Depth "d"             
 Framing: Table No.            Description Longitudinal Framing  
 Longitudinal No. 13965 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{12.25}{          }$

~~Deck~~ Sheerstrake and other scantlings as approved for  
 Vessels built on the Longitudinal System.

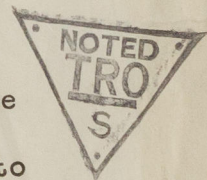
A proposal to dispense with kedge anchor has been approved  
 (see endorsement attached.)

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 (Steel) carrying petroleum in bulk.

2 DKS (Steel) & Web frames. Longitudinal framing  
 bell DB. w E. 22' 23t, FPT. 45t. APT 25t.

FK. 11 BH (9 BH to upper DK, 2 BH to 2<sup>nd</sup> DK) pt. Cem. Lloyds A & CP.

P. 67' B 20' F 26' Mchly aft.



It is concluded the scantlings of the ~~pillars~~ <sup>upper 2nd deck</sup> and upper deck stringer bars are  
 as approved also that the scantlings of the transverse etc have been increased on  
 account of stress & that the oil fuel bunkers has been tested as required by the Rules  
 but the surveyor should be requested to state if this is so



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RHM

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