

F.E.

Received by Chief Ship Surveyor _____
Received from Chief Ship Surveyor _____
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 $\frac{\text{Length}}{\text{Depth}} = \frac{12.25}{1}$

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

A proposal to dispense with keedge 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. μ E. 22' 23t, FPT. 4st. APT 25t.

FK. 11 BH (9 BH to upper DK, 2 BH to 2nd DK) pt. Cem. Lloyds A+CP.
P. 67' B 20' F 26' Wchly aft.

It is concluded the scantlings of the pillars and upper deck stringer bars are as approved also that the scantlings of the transverses etc have been increased on account of speed & 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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