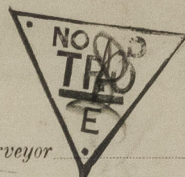


Received from Chief Ship Surveyor



F.E.

Rpt. *Cu* No. 2605

(“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.*)

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .		
Spar Sheerstrake . .		

Description of Framing:— *Bulb angle.*
(viz., ordinary, deep, zed, channel or bulb-angle).

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 \pm 100 A 1 ("Steel") as recommended.

† 100 A 1 ("Steel")

1 Dr (see) Well back

W. B = Cell DBa 46' \pm E 14' f 107' 2465 ~~XXX~~ APT 15'

FK 4BH Cam. Ploydi A7CP Q69' B58' F23'

It should be pointed out to the Surveyor that there appears to be an error of one foot in the moulded depth, if the depth from top of flange to top of main deck beams is $13-7\frac{3}{4}$ " the depth of flange $3\frac{3}{4}$ " and the round of beam $8\frac{1}{2}$ ", and he should be requested to explain this. It should also be pointed out to him that the collective weight of the three bronze anchoring supports of the keel is in error and should be 69.1.0 and not 67.1.0 as stated in the report. He should be requested to state the capacity of the five peak tanks for record in the Register Book. C.H.P.

Quarter, Tween Dks.,

in Hold

Tie Plates