

F.E.

Received by Chief Ship Surveyor 14.12.17

Received from Chief Ship Surveyor

VESSEL'S NAME M/S The Train Ferry T.F. 2. Rpt. Nur No. 70512

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. 75.5

Depth "d"

Framing: Table No.

Description

Longitudinal No. 26425

Proportions  $\frac{\text{Length}}{\text{Depth}} = 13.86$

Deck Sheerstrake & other scantlings as approved for the A-class.

The equipment supplied is as in a sister vessel recently completed in which case the figure 1 was assigned and it is submitted this vessel might also be classed A1 instead of A- as recommended. The stock of the stream anchor is 2 qrs 10 lbs less in weight than required but the total weight of the anchor, including the stock, is 1 qr 14 lbs in excess.

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 A1 (Steel) Train Ferry Channel Service with freeboard, as recommended. The ~~Summer~~ freeboard of 7-7 1/2 <sup>for all seasons</sup> from centre of disc to top of statutory deck line at Car deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

A1 (Steel) with freeboard.  
Train Ferry Channel Service.  
1 Dk (Steel) & Web frames.  
FPT 158c. APT 132c.  
F.K. 9 BH. p.cem. F26. Lloyds A & C.

In plans see T.F. 2



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