

Henry Scarr Ltd., Hessle.

Yard No. 427.

F.E.

This is a sister vessel to same builders, "C.604" & "C.605"

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "C.606"

REPORT Hul. No. 51991

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.)

1st Long. No. 1740

Depth "d" -

2nd Long. No. 6670

Proportions = $\frac{L}{D}$ 12.08

Framing As approved

Sheerstrake As approved

This is a self propelled oil fuel lighter for the Admiralty.

Cement has been omitted from the bottom.

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 ~~as~~ IOOAI "Barge" "For River & Harbour Service" "Carrying Petroleum in Bulk".

"Fitted for oil fuel 4.43, FP above 150°F"

1 Dk

Cell DBa 9' 11t, FPT 85t, APT 26t

FK, 9BH, Lloyd's A & CP

Mchy Aft

O.L. 151.6'

Extreme breadth over belting 35.1'

1"

ert in S.R.L:- (Bottom of vessel clear of oil to be specially examined internally annually (cement omitted).)

The Surveyors should be informed it is concluded the pillaring, as fitted, is in accordance with the approved plans.

11.5.43

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