

Frisia

F.E.

Received by Chief Ship Surveyor *6/7/09*

Received from Chief Ship Surveyor

VESSEL'S NAME *St S Karlsborg* Report *Bgn* No. *779*

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.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	✓	✓
Spar Sheerstrake . .	✓	✓
Description of Framing:— <i>Deep (Bull angle) framing.</i> (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 *+ 100 A-1 (Steel)* as recommended.

+ 100 A-1 (Steel)
1 St. (Stl) + deep framing.
N.B.: Bul D Ba 69 u E 13 f 88 2690 F.P.T 776 A.P.T 290
F.K. H.B.H. Dem Loyds at GP P. 12 B 63 F 26

B TW RBH

It is concluded that the thickness of the *Birch* side plating is $\frac{10}{20} \times \frac{9}{20}$ as given on the approved plans of *strength* section profile & not $\frac{9}{20} \times \frac{8}{20}$ as stated in the report, but the Surveyor observed that if this is so.

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