

ved by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME

REVUE

Rpt.

Hul

No. 50277

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.

1365

Depth "d"

—

2nd Long. No.

4147

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

8.07

Framing *Bulk angle framing as approved*Sheerstrake *As approved*

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 $\Delta 100A1$ "For Towing services"

DTf 4' 6t, FPT 10t, APT 20t.

BK 7½", 4BH, cem., Lloyd's A & CP

O.L. 112.3'

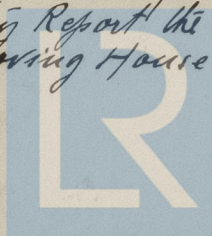
Extreme breadth over belting 28.1'

ESD

f.e.d.

19.10.39

With reference to their letter of the 12.10.39 regarding the steering chains it is submitted the Surveyors be requested in future similar cases to insert in the First Entry Report the results of the breaking as well as the proof tests at the Proving House & the particulars of the Proving House certificates.



Lloyd's Register
Foundation