

1m.12.15.

F.E.

Received by Chief Ship Surveyor 29.1.17

Received from Chief Ship Surveyor

VESSEL'S NAME

Sheers Balmoral

Rpt.

Int

No. 29769

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.)

71.3
56.6
127.9

Transverse No. 33.75

Depth "d" 10.92

Framing: Table No. 3. page 9

Description Single angle as approved

Longitudinal No. 3949.

Proportions $\frac{\text{Length}}{\text{Depth}} = 9.55$

~~Deck~~ Sheerstrake . 5 of an inch instead of .34 as reqd

The 2nd Anchor is 14 lbs light, ex stock, but the 1st & 3rd anchors are 10 lbs & 22 lbs heavy respectively, and the collective weight of the anchors is 12.0.18 instead of 12.0.0 as required

It is submitted the anchors might be approved.

In other respects—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) Steam Trawler, as recommended.

❖ 100 A.1. (Steel) Steam Trawler.

1 DR.

BK 7/2 . 4 BH . Cum. Hlgd over. Q 69.

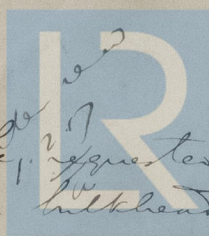
Date of Build 10.16.

The Surveyor should be requested to state whether the stiffeners in the collision bulkhead are spaced 24" apart & the stiffeners to after peak bulkhead are 47 3/4 x 40

Look at plates
Bulb Angle, Plate, Tee Bulb, or Channel
Angles on upper edge

Tie Plates

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