

F.E.

by Chief Ship Surveyor 24.10.16

Received from Chief Ship Surveyor

Vessel's NAME Shells "Mudelaar" No 2 Rpt. B6 No. 4829

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. 50-83Depth "d" 13.5Framing: Table No. 3 page 10Description Bulk Angle as approved.Longitudinal No. 11690Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{9.88}{1}$ Deck Sheerstrake as per Rule.

A Kedge anchor of less weight has been placed onboard & will be replaced by one of proper weight & test when received from the U.K.

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 100A-1. (Steel) Awaiting Deck with freeboard," as recommended. The Summer freeboard of 7' 6" from centre of disc to top of statutory deck line at Awaiting 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.

100A-1. (Steel) Awaiting Dk with freeboard } subject to a Kedge anchor of proper weight & test being supplied. 24.10.16  
15K (Steel) & Awaiting Dk (Steel)  
Call DB 191 258C. A.P.T. 36C.  
FK. 4BH. Cen. Llyd arcp.



Lloyd's Register Foundation

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