

Less above Crown of  
Engine Room ... }  
TONNAGE FOR FEES... }  
Less Engine Room  
Less Navigation Spaces

22.68  
374.95  
358.14  
31.52

Proportions—Depths to Length—Upper Deck Beam at  
side to top of keel }  
Long Bridge Deck }  
Beam at side to top of keel }

8.36

Residence  
Port belonging to London

Registered  
as out  
LENG  
as pe  
Dimens

1,500,119.

Lindfield

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME Steel S.S. "ST. CLAUDE" Rpt. Hul No. 31725

The remarks of the Chief Ship Surveyor are desired on this case on "St Mary" 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, 24/5/52.)

Transverse No. 45.14 Depth "d" 14.48  
Framing: Table No. - Description Bulb Angle as approved  
Longitudinal No. 6093  
Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{8.36}{1}$

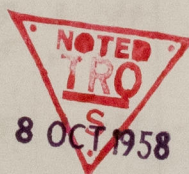
Back Sheerstrake and other scantlings as approved for the A.1 class.

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 A.1. (steel). "For Towing Purposes" as recommended.

1 Dk (steel).

Cell DB u Bunkers 17' 9" FPT 26t. APT 38t.

BK 6" 38H. Cenz. Lloyds AYCP. F 32'



all B.  
1-4-20

BEAM

Angles on upper edge	44"	44"
Spacing	6 3 32	6 3 32
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tie Bulb, or Channel	5 3 34	5 3 34
Angles on upper edge	6.9 frame for	
Spacing	every frame	

Angle on ditto  
Tie Plates  
Deck, Material and thickness Steel

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

ins.	
Inches per Rule. Approved.	
"43"	
"44"	
it	
odation	
hes	
Rule per Rule	
proved	
42	
42	
34	
42	
3	
28	
3	
24	
3	
24	
2	
26	
38	
26	
2	
28	
3	

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