

Received by Chief Ship Surveyor 26. 9. 18

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. S.S. "WAR EARL".

Rpt.

Mtl.

1561

No. 1553

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, 24/5/82.)

ture of Survey

Transverse No. 79.16

Depth "d" 25.42

Framing: Table No. 3-

Description. Channel as approved

Longitudinal No. 30080

Length
Proportions Depth = 10

Bridge Sheerstrake. As approved.

The collective weight of the bower anchors is 2. 2. 21 less
Cwts qrs lbs
Cwts qr lbs
than required, the weight being 157. 1. 7 instead of 160. 0. 0, as required

It is submitted the anchors be approved.

This vessel is classed for a period of more than 15 years, subject to Periodical Surveys as required by the Rules.

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 A1 (Steel) as recommended.

1 Dk. ^(Steel) Cell. D.B 316' 1367t FPT 102t, APT 136t

FK, 6 BH, Lloyd's A & C P., P. 43', B 102' F 41'.

"Carrying oil fuel flash point above 150° F in DB."

Cem. *tw*
16. 12. 18

26. 9. 18

It is concluded the centre girder top angles are .48 in thickness at the ends, the collision bulkhead stiffeners as approved, & that 2nd Dk. Beams &c are fitted in the Engine & Boiler space, but the Surveyors should state if this is so, and also whether the bottom inside is coated with cement or Asphalte.

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