

F.E.

Received by Chief Ship Surveyor *31/8/10*

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl. S. Lug "Consort"*Rpt. *Hull & Con.* No *22116*
72465

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.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	$\frac{2}{30}$	<i>Not required.</i>
Spar Sheerstrake . .	✓	
Description of Framing:— <i>Ordinary increased as compensation for the omission of reverse frames.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

The machinery has been fitted on board at Yarmouth, the casing top riveted up & the after compartment tested with water & found satisfactory.

The chain cable originally supplied to this vessel was $\frac{1}{2}$ " too small in diameter, the Builders now state that 66 fathoms of chain cable of proper size has been placed on board but no opportunity has been afforded of verifying same. The vessel has been sold to Portuguese owners. A certificate has been produced for the cable now said to be on board & same is in order.

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 + 100A1 ("Steel") "For Towing purposes" subject to the chain cable being examined and found to be in accordance with the Rules.

+ 100A1 ("Steel") "For Towing purposes". } (Subject to)
1 DK (stl.)
BK 5½" 4 BH. Lem. Lloyd's A.C.P.



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Lloyd's Register
Foundation

*The certificate of Test for chain cable should be returned to Mr. Constand
as requested.*

013103-013114-0273