

Chief Surveyor 28.9.99

Received from Chief Surveyor

NAME Steel S.S. "Manchester Corporation" Report Hpl No. 11003

marks of the Chief Surveyor are desired on this case for the consideration of the Classing Committee.

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 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.)

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	✓	✓
Spar Sheerstrake . .	✓	✓
Description of Framing:— <i>Bulb angle.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

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 \mp 100 A1 ("Steel") as recommended.

 \mp 100 A1 ("Steel")

2 Sks (SK) 3 Gr B.

H.B. = Cell D B a 140' u E & B 63' f 163' 1000 t. FPT 58t APT 20t (DPT 29' 536t)

FK. 6 BH. Asp. A & CP.

J. H. T.

C. H. J. 28/9/99

The Surveyor should be informed that it is concluded the upper deck stringer plate $\frac{13}{20}$ " thick, not $\frac{11}{20}$ " as on his report — and that the bulkhead stiffeners are $\frac{12}{20}$ " thick, not $\frac{10}{20}$ " as on his report — but he should state if this is so, as his report does not agree with the approved midship section in these respects.

J. H. T.

Lloyd's Register
Foundation

HPL 386-0255