

between Tonnage Dk.
and Upper Dk.

Breadth (greatest moulded)

post on summer L.W.L. See Sec. 3 (1a)
THE DECK. SEE SECY'S LETTER
5.9.47

B 30.50

Builders Cook Well

Cook, Welton & Gemmell, Ltd., Beverley.

Yard No. 799.

F.E.

3m.10.47.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

VESSEL'S NAME

s.s. "ST. LEANDER"

REPORT

Hul.

No. 55512

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.)

1st Long. No. 2848

Depth "d" -

2nd Long. No. 8277

Proportions = $\frac{L}{D}$ 11.12

Framing Bulb angle frames as approved.

Sheerstrake As approved.

This is a similar vessel to the "KINGSTON SARDIUS" etc.,

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 "Stm Trawler"

"Fitted for oil fuel 2.49, F.P. above 150°F"

"Shell plating pt. Elec. welded"

DTsf 12' 38t, FPT 9t, APT 8t

BK 8", 5BH, pt Cem, Lloyd's A & CP

Q 95' F 32'

O.L. 197.7'

ESD

Radar

"y"

E.A.D.
18.3.49.

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Lloyd's Register
Foundation

Side Keelsons, NO. each side

thickness of Intercoastal Plate

Spacing

LOWER

AFT