

F.E.

Received from Chief Ship Surveyor

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 . . .	$\frac{2''}{20}$	<i>proportions.</i>
Spar Sheerstrake . . .	✓	✓
Description of Framing:— <i>Ordinary.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

The Newcastle Surveyors report that the vessel has been dry docked at their port, the engines & boilers fitted, and plating on top of casing aft over same, riveted, and a stream anchor of proper weight and test supplied.

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 \pm 100 A1 ("Steel")

± 100 A 1 (Steel)
100k (SH) "Well deck"

WB = FPT 47t

FK. 3BH. Cem. A & C.P

Q 84' B 11' F 22' Mch 9 aft

S. H. T.

8/7/01

C. H. f.

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Lloyd's Register

 $\text{WCH}_3 - \text{OH}$ [illegible]