

F.E.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME Steel S.S. "DACRE CASTLE" ex "WAR LYNX" Rpt. Nwc. No. 71746

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, 24/5/02.)

Transverse No. 83.

Depth "d" 18.4

Framing: Table No. -

Description Bulb angle & reversed frames as approved.

Longitudinal No. 33200

Proportions  $\frac{\text{Length}}{\text{Depth}} = 10.2$

Bridge Deck Sheerstrake as approved.

This vessel was originally a Standard B vessel and the downton pump has been dispensed with for the present.

It is concluded the Owners are agreeable to fit same at the termination of the war if requested to do so, but the Surveyors should state if this is so.

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 A.1. (Steel) as recommended.

2 Dks. (Steel).

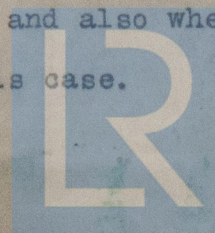
Cell DB 340' 1019t. FPT 130t. APT 204t.

EK. 7 BH. pt Cem Lloyd's A. & C.P. P49', B113', F29'.

Certificate of Classification, to be endorsed  
"go battens not fitted" and the same  
to be printed in the Register Book.

9. 4. 19.

It is concluded the sheerstrake is doubled at the ends of the bridge and the stiffeners on collision bulkhead 24" apart, but the Surveyors should state if this is so and also whether the record of Cem. or pt. Cem. should be made in this case.



Lloyd's Register Foundation

W 457-0264

Angles on upper edge

Spacing

Deck. Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness