

50,7,16.

F.E.

Received by Chief Ship Surveyor .....

Received from Chief Ship Surveyor .....

VESSEL'S NAME Steel Screw "BRYNYMOR" Rpt. Lth. No. 19115  
Nwc. 93894

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 Longitudinal

Transverse No. 14472Depth "d" 24.1

Framing: Table No. ....

Description Bulb angle frames as approved2nd Longitudinal No. 36851.3

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{11.168}{}$

Deck Sheerstrake 69 1/2" x .70, approved 82" x .68

The Newcastle Surveyors report the ship placed in dry  
 dock, bottom cleaned and coated.

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 "with freeboard," as recommended. The Summer freeboard of See from centre of disc Verification Form to top of statutory deck line at deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

1 Dk. &amp; Shelter Deck.

Cell. DB 348' 1346t, FPT 136t, APT 159t.

FK, 6 BH (Coll. BH to Shelter Dk. 5 BH to 2nd Dk.), pt. Gen. Lloyd's A &amp; CP.

P.T.O.



*Suran*

s.s. "BRYNYMOR"

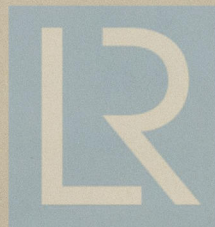
-2-

It is concluded that the shell plates to the stern frame and the stiffening of bulkheads Nos 62, 81 and 129 and the frames from No. 139 to the collision bulkhead are as approved, but the Surveyors should be requested to state if this is so.

*2.7.36.*

IN SHIP.

1/2	30
3	30
3 1/2	4
	53
2	47
1	53
	37
	53
	43
43	
2	43
1/2	56
	44
49	
6	39
2	31
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