

and Upper Dk.

Total

402.80

Breadth (greatest moulded)

B 30.0

Builders GOOLE SHIPBUILDING

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous

16.0

M. 11304 OF

Im. 7.42.

Goole Shipbuilding & Repairing Co. Ltd., Goole

Yard No. 387

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steam tug "EMPIRE HARRY" REPORT Hul. No. 51965

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. 2160 Depth "d" 14.50

2nd Long. No. 6210 Proportions = L/D 8.44

Framing Bulb angle frames as approved Sheerstrake As approved

Contact damage to stem and stem plating has been dealt with.

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 "For towing services" "Fitted for oil fuel 4.43, FP above 150°F.

FPT 20t, APT 28t

BK 8", 4BH, pt. Cem., Lloyd's A & CP

R F D 25'

O.L. 143.1'

f.c.d. [Signature] 29.4.43.

W1185-0057



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Side Keelsons, No. each side 2 W.A.R. B 3 1/2 -55 7A. ALSO BILGE KEELSON.

Spacing