

by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

H. S. S. Gonorama Haru Rpt. Raz No. 772

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.)

Transverse No.

80.0

Depth "d"

18' 5"

Framing: Table No.

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Description

Ordinary

Longitudinal No.

32000

Proportions

Length = 10.53  
Depth =

Deck Sheerstrake

as per Rule

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") "Shelter deck with freeboard," as recommended. The Summer freeboard of 11' 0" from centre of disc to top of statutory deck line at Shelter 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.

$\pm 100 A1$  ("Steel") "Shelter deck with freeboard"

2  $\frac{1}{2}$  (std) + Shelter on (std - WS)

WB = Bul DBa 108 n 3 + B 61 + 175 10356 DTa 23 3534 FPT 994

FK. 7BH Bulm Lloyd a 460

P.T.O.

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10/6/12



It is concluded that the spacing of the  
stiffeners on the bulkheads is 30' as stated on  
the approved plans & not 46' as reported, & that  
the statutory test of the chain cables is  $9\frac{1}{8}$  tons  
but the Surveyor should state if this is so.

<sup>Yes</sup>  
See letter attached

R/S



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