

Received by Chief Ship Surveyor 2.9.01

Received from Chief Ship Surveyor

NAME *St. S. S. Lizzie* Report *Xia* No. *338*

Records of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

761 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
817 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 . .	$\frac{1}{20}$ "	Proportions
Spar Sheerstrake . .	✓	✓
Description of Framing:— Deep bulb angle, as approved. (viz., ordinary, deep, zed, channel or bulb-angle).		

The machinery of this vessel has been fitted on board at Middlesbrough, and the Surveyors at that port report that the watertight doors in the engine room and stokehold bulkheads have been examined, the casings and bridge deck in way of S. & B. openings made good, the hull plating completed and steering gear examined, per hull. Report 3784 attached. The chain cables are 32. 24 lbs. a 32 of one per cent less in weight than required by Table 22. In other respects 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 A1 ("Steel") as recommended.

+ 100 A1 ("Steel")

1 DR (pt. sec. & pt. sec.) & deep framing

W. B = Cell DB a & a E 70' f 104' 330t APT 256

FK 4 BH Cam. A4CP. P22' B56' F24'

C. H. J.
2/9/01



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