

F.E.

Received by Chief Ship Surveyor 25.4.14

Received from Chief Ship Surveyor H. H. H.

VESSEL'S NAME Steel Shell D. & S. "Magdala"

Rpt. Inc

No. 65-937

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. 77.57

Depth "d" 22.5

Framing: Table No. 3 page 16.

Description Bulk angle as approved

Longitudinal No. 27886

Proportions Length = 10.57
Depth =

Deck Sheerstrake & strake below in one plate of approved thickness to give equivalent strength

Some damage this striking pier at Southampton has been repaired

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 100A-1 (Steel) Shell Deck with freeboard," as recommended. The Summer freeboard of 2ft 8 in from centre of disc to top of statutory deck line at upper 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.

100A-1 (Steel) Shell Deck with freeboard

1 Deck (steel) & Shell Deck (steel)

WB = 666.8 B a 118' x 23' f 153' 9966. APT 456

FK. 6 B H. Cam. Long a rep.

1/2

W20-0061

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The surveyors should be informed the
class of this vessel should be 100A-1. Shelter Deck
with freeboard and not 100A-1. as stated,
and that it is ¹⁴concealed 1/4th frame in
STB space have been increased as required
in lieu of the webframe being fitted.

E. G. G.
25.4.14



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