

by Chief Ship Surveyor 12.4.04.

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME S.S. Tug "Kingfisher" Report Rwc. No. 46795

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.)

## CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .		
Spar Sheerstrake . .		
Description of Framing:— <i>Ordinary, of plate steel area than (viz., ordinary, deep, zed, channel or bulb-angle). required by Rule.</i>		

*The steam clean is 41 lb. less in weight than required.*

*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  $\pm 100 A 1$  ("Steel") *"In Towing purposes"* as recommended.

$\pm 100 A 1$  ("Steel") *"In Towing purposes"*  
*10R (2m)*

*N.B. = FPT 86 APT 86*

*BK 6 3/4" 4BH Cum. Lloyd's AYCP*

*C.H.J.*  
*12/4/04*

*The Surveyor should be requested to state whether the thickness of the reverse frames in this ship is 5/20" as shown in the approved tracing of midship section, or 8/20" as stated in his report. C.H.J.*



MEMORANDUM FOR THE CHIEF OF THE MARITIME COMMISSION

Subject: *Report of the Committee on the Construction of the Vessel*

Reference: *Report of the Committee on the Construction of the Vessel*

The Committee on the Construction of the Vessel has the honor to acknowledge the receipt of your letter of the 10th inst. and to inform you that the same has been forwarded to the appropriate authorities for their consideration.

### CLASSIFICATION

On account of:	Additions (if any) requested by Rules, or as approved.	Items.
		Main Sheerstrake
		Spar Sheerstrake
Description of Framing: — (V.L. or H.L., deep, and channel or half-angle)		

This vessel appears to have been built in accordance with the Rules and the approved plans, and is admitted she is eligible to be classed *100 A 1* (H.L.) as being a *100 A 1* (H.L.)

$$\text{Frames per Rule } 3 \times 3 \times \frac{6}{20} = 1.71$$

$$\text{in ship } 3 \times 2\frac{1}{2} \times \frac{7}{20} = 1.80$$

Engine  
Gross T  
Less Crew  
Less above  
Engine  
TONNAGE  
as Eng  
as Nav  
egiste  
as cut  
LENGT  
per Bu  
Dimension  
FRAM  
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Do. i  
Spacing  
REVE  
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