

*Bantry*

F.E.

Received by Chief Surveyor *28.2.98*

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

VE

IE *M. L. L. Journaline*

Report *Res.* No. *15856*

The \_\_\_\_\_ of the Chief Surveyor are desired on this case for the consideration of the Classing Committee.

(“T \_\_\_\_\_ ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also \_\_\_\_\_ nt clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points \_\_\_\_\_ the endorsement.”—Extract from Sub-Committee’s Report, 24/5/92.)

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	✓	✓
Upper Sheerstrake . .	✓	✓
Description of Framing:— <i>Ordinary, thickness in 16<sup>th</sup> in line</i> <i>Ordinary, deepened, channel or bulb-angle. f 20<sup>th</sup>, spars not required.</i>		

W338-0111

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is to be classed  $\dagger$  100 A1 (“Steel”) as recommended.

100 A1 (“Steel”)

DR (St) *Well Deck*

*Cell DB f 123' 1866 FPT 266.*

*7 1/2" 3BH. Cem. AYCP.*



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*C. H. J.*  
*28/2/98*

Lloyd's Register  
Foundation

The surveyor should be requested to state whether the main and side quarter deck stringer angle is  $3\frac{1}{2} \times 3 \times \frac{7}{16}$  as stated in the report  $3\frac{1}{2} \times \frac{7}{16}$  as shown in the approved sketch of midship section. He should also state the breadth of the stringer plate as fitted in the ship.

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