

Rabinal

F.E.

8. 9. 17

Received from Chief Ship Surveyor

'S NAME

Surveyor B. G. 17 Recd  
" War Shamrock

Rpt.

126

No. 7848

emarks 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.*)

ansverse No.

83

Depth "d"

27.5

aming: Table No.

3 page 16

Description

Bull angle  $\approx$  as approved

Longitudinal No.

3320

## Proportions

$$\frac{\text{Length}}{\text{Depth}} = 10.25$$

Proportion  
Bridges Deck Sheerstrake as approved

portions  $\frac{\text{Length}}{\text{Depth}} = 10.25$

*lined.*

RETRAIN

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) as recommended.

1. DK (heel)

Cell DB 345' 1106 L. F.P.T. 1186. A.P.T. 1856

FK. TBH. pt. cam. Lays a/c. P49' B113 F 38

It is concluded <sup>that</sup> the shestrake is doubled  
at ends of Bridge both sides. <sup>9.17</sup> Surgeons showed state  
of this is so. <sup>9.17</sup>

WL35-0062

Lloyd's Register  
Foundation

~~Ball, Angle, Plate, Toe Ball, or Channel)~~

~~Angles on upper edge~~

2, ~~Tie Plates~~

Deck Material and thickness 20 Steel

**Bridge Deck Stringer Plate, br'dth & thickness**