

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *M.S.S. "Bristol Colon"* Rpt. *Cdgy* No. *1019*

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. *96.75*

Depth "d" *15.75'*

Framing: Table No. *✓*

Description *Bulk angle frame and*

Longitudinal No. *46440*

*reverse frame as approved.*

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{10.9}{10.9}$

*Shade Deck Sheerstrake as approved.*

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.A.1. (Steel) "Shade Dk."*

*3 Dks (Stl-M.WS) & Shade Dk (Stl-MWS)*

*Cell D13 403'1249t, Tank between tunnels 63t,*

*FPT 3t, APT 84t.*

*FK, BK 1', 10 BH, Cern, AYCP, F 57' on Shade Dk.*

*The date of Build 7-22 is strictly in accordance with the Regulations of the Committee by 9 mos from date of launch.*

*A.W.J.*  
*17/9/23.*



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*W506-0092(12)*

# Lloyd's Register of Shipping.

Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per 100 ft.
3	54-57	3.
		3.32
		5.
		Inches per 100 ft.
		39.4
		66.4
		40.1
		5.51
		4.6
		4.6
		5.
		3.9
		5.2
		3.93
		4.2
		4.2
		5.
		3.9
		5.0
		3.9
		3.6
		1 1/2 W
		3.9
		3.9
		3.93
		3.
		1/2 W

It is concluded <sup>that</sup> the parting arrangements are in accordance with the approved plans, but as it would appear no copy of the approved plan has been retained the <sup>Surveyors</sup> should be requested to forward <sup>the</sup> approved plans for reference.

See letter  
Nov 29/1923

It is also concluded <sup>that</sup> the spacing of the rivets in the treble riveted butts of shell plating, and in the double riveted butts of fore-castle side plating, the thickness of the mast plating at heel and the reverse bars to stiffeners on bulkheads Nos 194, 172 and 154 are as approved, and that 120 fms. of 5 1/2" stream steel wire have been supplied as required by the Rules and not as reported, but the Surveyors should be requested to state if this is so.

They should also be requested to forward the forging reports, and to verify the particulars regarding the drop test of the 2<sup>nd</sup> Bower Anchor, as identical information has already been reported for the 2<sup>nd</sup> Bower Anchor placed on board the sister vessel "Alfonso XIII."

R.W.J.

Lloyd 18/9/23



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