

W57-0079

F.E.

1m, 12, 15.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl & LLANARTH* Rpt. *Sed* No. *13625 29995*

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.)

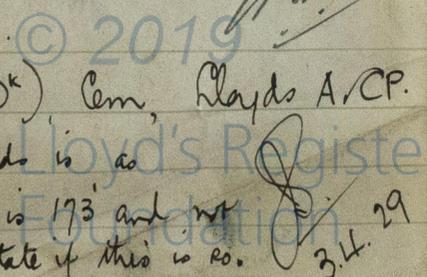
1st Long
 Transverse No. *14332* Depth "d" *24.25*
 Framing: Table No. *✓* Description *Bulb angle frames as approved*
2nd Longitudinal No. *35832*
 Proportions $\frac{\text{Length}}{\text{Depth}} =$ *11.16*
 Deck Sheerstrake *as approved*

Revised Rules

vessel placed in drydock and damage through cause not stated repaired as follows 2 shell plates joined and minor repairs effected.

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)** "with freeboard," as recommended. The Summer freeboard of *3ft - 5 1/2in* from centre of disc to top of statutory deck line at *-* 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.

1 D^k (Stl) + Shelter D^k (Stl)
Cell D.B. 348 1146t, F.P.T. 128t, A.P.T. 150t
F.K, 6 B.H (Coll B.H to Shelter D^k, 5 B.H. to 2nd D^k) Cen, *Hayds A/CP.*
 It is concluded the horizontal stiffening of the peak bulkheads is as approved and that the lengths of the ~~double~~ ^{double} bottom forward is *173* and not *73ft* as reported but the Runsuper should be requested to state if this is so.



3.4.29