

Received by Chief Ship Surveyor

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VESSEL'S NAME *S.S. "John Harrison"* Rpt. *Indl.* No. *12128*

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. *4288* Depth "d" *14'3"*  
 Framing: Table No. *2 & 3* Description *Bull angle as approved.*  
*2nd* Longitudinal No. *13720* *Longitudinal framing in D.B. & at decks*  
 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad}$  *14'0"*  
 Deck Sheerstrake *as approved.*

*Revised Rules.*

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 A1 (Steel)* as recommended.

*1 DK (stl.) "Well deck" Longitudinal framing in double bottom & at decks.*  
*Cell D.B. 169'444 ft. D.T. at sides of tunnel 34'190 ft. F.P. 7.55 ft. A.P. 7.46 ft.*  
*F.K. 4 B.H. ft. Am. Lloyds A.C.P. Q. 188' F. 24'*

The Certificate of Classification, to be endorsed:  
 "Cargo battens not fitted," and the same  
 to be entered in the Register Book

*RH*  
*27.10.24*

*It is concluded that the spacing of the rivets in the butts of the sheerstrakes & strakes below (4 entries in all) are in accordance with the Rules but the Surveyor should state if this is so.*