

Less Navigation Spaces 29.14
Register Tonnage 2388.20

Destined Voyage Barry

If Surveyed while Building, Afloat, or in Dry Dock

250,110.

F.E.

Received by Chief Ship Surveyor 28/2/10

Received from Chief Ship Surveyor

VESSEL'S NAME *St L Benbrook*

Rpt. *Adm*

No. *6128*

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. *78. 7H*

Depth "d" *24" 4 1/2"*

Framing: Table No. *3 page 16*

Description *Bulb angle as approved*

Longitudinal No. *24165*

Proportions $\frac{\text{Length}}{\text{Depth}} = 9.9$

Bridge Deck Sheerstrake ✓

The flat plate steel is of less thickness than required by the Rules but is compensated by increase in thickness of the adjoining strake.

The steam wire is 4 1/4" in circ. as approved in this & other vessels.

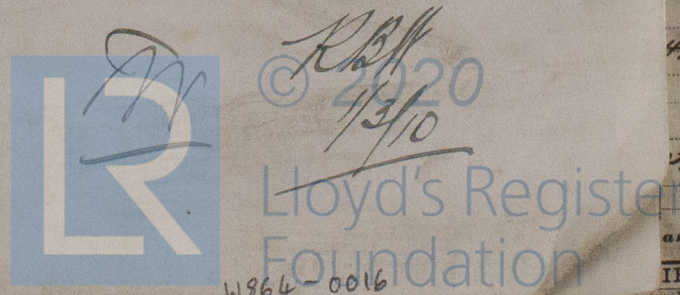
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed \pm 100A1 (Std) as recommended.

\pm 100A1 (Std)

1 St (Std)

N.B. Bull DBa III u 3 x B 38 f 147 FRT 149L ART 98E

F.R. CBH. Gen. Lloyd A + 60 PHH B104 F31



WEB-FRAMES, in E. & B. Space, No. & spacing
" " " brdth. & thickness

1 on 76 frame 1 on 76 frame
51 .4 18 .4

W. T. BULKHEADS

Rule, 6-6
Inches, 24/30
Inches, 24/30
Inches, 24/30