

Do. above  
Engine Room  
Gross Tonna  
Less Crew Spa  
Less above Cro

50,914.

F.E.

Received by Chief Ship Surveyor 11.2.15

Received from Chief Ship Surveyor Hpl 15068

VESSEL'S NAME Steel SS Fairfield

Rpt. Hpl No. 15067

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. 78.24 Depth "d" 23.2 1/2

Framing: Table No. 3 page 16 Description Bull angle as appened

Longitudinal No. 29418.

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{10.53}{}$

Bridge Deck Sheerstrake as per Rule.

*Some damage sustained during the Bombardment of  
Hartlepool has been repaired to the Surveyors satisfaction*

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  $\nabla$  100 A-1 (Steel) as recommended.

$\nabla$  100 A-1 (Steel)  
1 DX (pt steel + pt iron)

WB = Cell DB a + u  $\Sigma$  149' + 166' 1054L FPT 96L APT 140L.  
FK. 6BH. Can Legs a + c. P 25. B 232' F 37'

*M.*  
*11.2.15*

*The Surveyor should be requested in future cases to give the spacing of the rivets in the landing edges of the shell plating amidships instead of the maximum spacing as in this case.*



BEAM