

Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchway

L936-0067

F.E.

Chief Ship Surveyor 18.11.15

Received from Chief Ship Surveyor

NAME *M. S. Carmen* Rpt. *Cpu* No. *4773*

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.

Reverse No. *52.75*

Depth "a" *14.5*

Fig: Table No. *3 page 10*

Description *Bult angle as app^d*

Longitudinal No. *17660*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{13.91}{}$

Deck Sheerstrake *as approved.*

The Surveyors stated on the 12th inst. a 3rd tower had been placed on board a few days ago and would be hammered on vessels return to England.

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 $\frac{1}{2}$ 100 A.1. (Steel) as recommended.

$\frac{1}{2}$ 100 A.1. (Steel)

1 Dk. (Stl.)

Subject to the 3rd tower anchor being examined & found to be in order.

NB. Hull DBa 71' 4" E 27' f 100 357t. FPT 19t, APT 18t.

F.K. 4BH, 6m. Length A.C.P. P27. B54, F25

It is concluded that the bottom inside is cemented and required by the Rules, as in their sister ship, but the Surveyors should state if this is so.

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