

Received by Chief Ship Surveyor _____

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VESSEL'S NAME Steel S.S. "ELLOUGHTON". Rpt. Hul. No 30901**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 Report, 24/5/92.)

Transverse No. 47.08Depth "d" 12.67Framing: Table No. 3 page 10Description Bulb angle as approved.Longitudinal No. 9416Proportions $\frac{\text{Length}}{\text{Depth}} = 13.26$ Deck Sheerstrake as approved.

It is stated the stream anchor has been lent to another vessel and will be put ashore at Liverpool and placed aboard of this vessel on her return from a voyage to France.

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) as recommended, subject to a stream anchor being supplied.

1 Dk. (Steel) Well Dk.

Cell DBf 120' 195t. FPT 65t. APT 54t.

FK' 3 BH. Cem. Lloyd's A. & C.P. Q118', B13', F24'. Machinery aft.

The Certificate of Classification, to be endorsed
"Cargo battens not fitted," and the same
notation to be printed in the Register Book.


1. 2. 19.

It is concluded the "G" strake in way of the main deck is .48 in thickness within the half length amidships, and that pillars are fitted between the hatch ^{cut} and pillars as required, but the Surveyors should state if this is so.