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Received by Chief Ship Surveyor.....

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VESSEL'S NAME Transport Ferry "L.S.T.(3)3507" REPORT Mtl. No. 6541

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. No. - Depth "d" -
2nd Long. No. - Proportions = $\frac{L}{D}$ -
Framing As approved Sheerstrake As approved

This Twin Screw Vehicle Transport Ferry for the Admiralty
is a sister vessel to the "L.S.T.(3)3501", "L.S.T.(3)3503" etc.

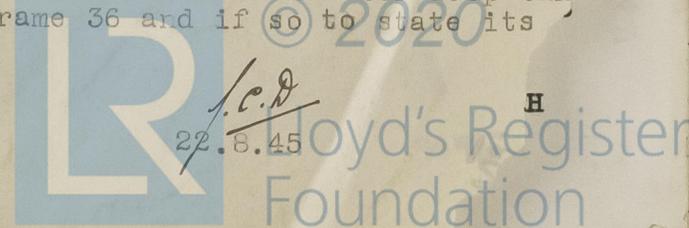
This vessel appears to have been built in accordance with the plans approved by this Society and the Admiralty Rules and ~~the Rules of the Society~~ and it is submitted she is eligible to be classed EA- "For Government Service" "Fitted for oil fuel 6.45, FP above 150°F"
6.45 Qbc.

1 Dk, part 2nd dk, 3rd dk clear of mchy space
"Longitudinal framing" "Part elec. welded"
DTsf 112' 1797t, DTA 30' 215 t, FPT 48t, APT 138t
FK, 3BH (1 to W dk, 2 to 2nd dk)
O.L. 345.4'
Extreme breadth 55.1'

It is submitted the Surveyors be informed it is concluded that, as in previous similar vessels built in the U.K., there are 3 complete bulkheads in this vessel one of which (No.51) extends to the upper deck and two (Nos.46 & 59/61) extend to the 2nd deck and that the 6" x 3 $\frac{1}{2}$ " x $\frac{7}{16}$ " vertical and horizontal stiffeners as reported for bulkhead No.28 below the lower deck are inverted angle ^{30°} attached by electric welding, but they should state if this is so.

They should be requested to state whether a fresh water deep tank 30' in length has been fitted forward of frame 36 and if so to state its capacity in tons S.W.

See letter 30-9-42



J.C.D.
22.8.45

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