

Normanville

118.

F.E.

ived by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

SSEL'S NAME *Steel S. S. "INSTON"*

Rpt. *Nwc*

No. *74087*

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. *56-83*

Depth "d" *15-91*

Framing: Table No. *3*

Description *Bull angle as approved*

Longitudinal No. *15344*

Proportions $\frac{\text{Length}}{\text{Depth}} =$ *10-3*

Bridge Deck Sheerstrake as approved

Repairs have been effected to damage through Collision Sustained while Vessel was fitting out

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)

1 Deck (Steel) "Well Deck"

Cell IB 234' 536t, FPT 46t, APT 8t.

F.K. ABH. Cam, Plyds A.C.P. PonQ 22' Q 102' F 56' F 26'

It is concluded the extent of the trouble noted butts of "H & J" Strakes of Shell plating and R. Q. Deck Strake is as required by the Rules but the Surveyor should be requested to state if this is so



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