

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

P/S NAME m.s. "CECILIA FALKLAND" REPORT Skn. No. 11581.
JB

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, 24/6/92.)

L. 306'-8"

B.47'-3"

D.27'-4½"

The scantlings and arrangements, as reported, conform with the Society's Revised Rules and Regulations and are in accordance with or equivalent to those shown on the approved plans.

IT IS THEREFORE SUBMITTED the ship is eligible to be classed:-

#100A1
DS 4,58.

CSD; 2 dks; L.F. at btm & U.dk.; Str. nav. ice; E.W.
Mchy Aft.
O.L. 335'-1"
Extreme breadth 47'-4"
ESD; Rdr; D.F.; G.C.
DBa pt W.B. 62t pt O.F. pt F.W. ^f pt W.B. 120t pt O.F.; MT 277t;
FPT 105t; APT F.W.
4BH to U.Dk, 1 to 2nd dk.; LACP; Duct keel f.
F.48'
Rise of floor 4"
u 1.11/16" S.Q.

C.S.S. Records Dept.
to note. P.403 steel.

INSERT IN S.R.L. APPENDIX.

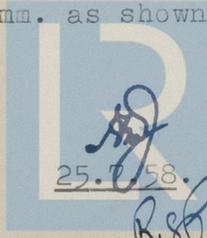
(Main structure partly of P.403 steel).
(Collective weight of bower anchors to be brought up to Rule on renewal of a bower anchor).



IT IS FURTHER SUBMITTED the Surveyors be requested to furnish the rise of floor as this has been omitted from the report, also to confirm that the thickness of the double bottom pipe tunnel side plates are 10.5 mm. as reported, as no thickness is shown on the plans forwarded. It is concluded the thickness of the double bottom side girder plates are 8.5 mm. as shown on "as built" plans and not 10.5 mm. as reported.

Noted per letter 25/8/58

X



© 2021

Lloyd's Register Foundation