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Reg

F.E.

Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

NAME Steel Screw M.S. "CASTLE COMBE" Rpt. Brs. No. 13590

marks 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.)

Long. No. 1666.25 Depth "d" 8.33 to U.Dk.

Long. No. 5928.25 Proportions =  $\frac{L}{D}$  14.42 to U.Dk.

ing As approved (+ increase) Sheerstrake As approved

This vessel appears to have been built in accordance with the  
les and the approved plans, and it is submitted she is eligible to  
classified ~~M~~100A1

1 Dk.

Cell. DB 95' 132t, PPT 34t, APT 43t.

FK, 3 BH, pt. asp. Lloyd's A & CP.

Q 97', F 21'

Machy aft.

Part electrically welded including deck., and butts of keel.

Rudder electrically welded.

It is concluded solid floors are fitted in the D.B. tanks at every frame, that the riveting of butts and thickness of the strake below sheerstrake in way of well are as shown on the approved plan of shell expansion, but the Surveyor should be requested to confirm this. As the hold bulkhead reported as only dust tight the Surveyor should forward the scantlings of the oil tight bulkhead at forward end of the usual machinery space, and at the same time the extreme

breadth over belting should be stated. = 28'-1 1/4"

009896-009903-0045

See letter

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13/1/37

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