

William H. Machen

Received by Chief Ship Surveyor 7. 6. 16

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. Sing:Sc.Sr."BRISTOL" (Yard No.169) Rpt. Phl. No.2389

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.)

Nature of Survey

Classification
Pl. Entry

This vessel which was specially designed for use as a ^{has} collier, ~~was~~ recently ~~was~~ completed by the New York Shipbuilding Company for the Coastwise Transportation Co. of Boston, as a duplicate of the S.S. "COASTWISE", built in 1910 by the New York Shipbuilding Co. for the same Owners, and classed with the American Bureau of Shipping. Before the construction was commenced a rough draft midship section and general arrangement was submitted to Mr. McClelland, and was provisionally approved by him. The Builders, however, made no further application in regard to classification with this Society and the vessel was subsequently classed with the American Bureau of Shipping.

In February last the Owners made application to have the vessel classed with this Society, and Mr. McClelland forwarded a midship section and general arrangement plan together with a number of detailed sketches showing the scantlings and arrangement of the vessel as built.

The plans were examined and compared with the requirements of the rules, and it was found that the scantlings & arrangements were such as could be recommended for approval for the class 100A- in the Society's Register Book. The equipment as supplied to the vessel was not equivalent to the requirements of Table 31 of the Rules.

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Stl. Sing:Sc.Sr."BRISTOL" (Yard No.169) -Continued-

The case received the consideration of the General Committee on the 16th March last and the New York Surveyors were informed that provided the scantlings of the various parts of the structure were found upon examination to correspond with those shown on the sketches, the equipment be made equivalent to the requirements of the Rules, and the Surveyors satisfied themselves as to the quality of the steel material employed in the construction of the vessel, and that the workmanship throughout was satisfactory, the vessel would be eligible to be classed 100 A1.

The Philadelphia Surveyors now forward a First Entry report.

The scantlings of the various parts of the structure have been examined and found to correspond with the sketches.

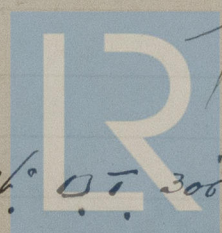
They state the vessel was built in the New York Shipbuilding Company's yard to the classification requirements of the American Record.

The construction and scantlings of the hull & machinery were noted from time to time during construction, but no official survey was held.

The equipment has not been made equivalent to Table 31 of the Rules.

It is submitted the vessel appears worthy to be classed 100 A- .

100 A-
1 St. (Stl)
Cell. DB, E, B, 4' 257' 15.136' 0.7 306' 6.16
F.K. 8 BH. 4' 257' 15.136' 0.7 306' 6.16



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...Certificate of Classification, to be endorsed
...and the same
...notation to be printed in the Register Book,