

Do not exceed by 1/4 inch
Do not exceed Crown of
Engine Room ...
Gross Tonnage

W632-0069

F.E.

Inspected by Chief Ship Surveyor *D. H. G.*

Received from Chief Ship Surveyor _____

VESSEL'S NAME *At St. Louis* Rpt. *Inc* No. *62102*

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. *82.5* Depth "d" *17' 7 1/2*
Framing: Table No. *3 page 15* Description *Bull angle, as*
Longitudinal No. *33344* *approved*
Proportions $\frac{\text{Length}}{\text{Depth}} = 10.99$

Bridge Deck Sheerstrake & strake below in one plate of
approved thickness to equivalent strength.

The flat plate keel is .08 less in thickness than
required but is compensated by increased width to
give equivalent strength.

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 **+** 100A1 (Steel) as recommended.

+ 100A1 (Steel)

2D₁₀₀ (Steel)

MB. Hull DBa 135 u 3013 H3 #173 12321 APT 38t
FK. 604 km. Lloyd's at 60 PHI B115 FHO



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R. H. G.

Lloyd's Register
Foundation

Angles of
Spacing
BEAMS, Third and
Bull An
Angles