Gross Tonnage 1
Less Crew Space 122.56
Less above Crown of Engine Room .. } 44.87
Depth "d," at middle of length (See Secs. 2 & 13) 23.25
Proportions—Depths to Length—Upper Deck Beam at side to top of keel } 13.49
Managers Charles Craw
(Where necessary to be entered in Reg. Book.)
Residence

5c,9.14.

F.E.

Received by Chief Ship Surveyor 28.12.14 Received from Chief Ship Surveyor

VESSEL'S NAME Steel S/S "Ampleforth" Rpt. Mdb No. 8777

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. 76.32 Depth "d" 23.25

Framing: Table No. 3 page 16 Description Bulb Angle as approved

Longitudinal No. 27456.

Proportions $\frac{\text{Length}}{\text{Depth}}$ = 10.5

Bridge Deck Sheerstrake as per Rule.

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 ✠ 100A.1 (Steel) as recommended.

✠ 100A.1 (Steel)
1 DK (Steel)
WB = Cell B a 123' u 25' f 156', 946t FPT 93t APT 100t
FK. 6BH. Cem Lazs a+cP P 29' B 10½' F

28.12

W981-0075

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Bulb Angle, Plate, Tee Bulb, or Channel } .
,, Angles on upper edge .....
,, Spacing .....
BEAMS, Poop Deck, ~~Angle~~ Bulb Angle, ~~Plate.~~ } 9 3½ 5/1 9 3½ 5/

,, Tie Plates .....
,, Deck. Material and thickness KP 5 x 3
Bridge Deck Stringer Plate, br'dth & thickness 5/1