

On
Sta
TON
Tot

am Doxford & Sons Ltd., Sunderland.

Yard No. 738.

F.E.

Sister vessel to the "BRITISH COMMERCE".

Received Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME Motor tanker "BRITISH ENTERPRISE" REPORT Sld. No. 34589

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.)

1st Long. No. 12032

Depth "d" -

2nd Long. No. 34432

Proportions = $\frac{L}{D}$ 13.3

Framing As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

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

B100A1 "Carrying Petroleum in bulk"

1 Dk "Longitudinal framing at bottom and at deck".

"Butts of keel plating Elec. welded".

Cell DBuE 58' 28t, DTf 20' 328t, FPT 123t, APT 50t

FK, 16BH, Lloyd's A & CP

P 90', B 46', F 37'.

Mchy Aft

O.L. 422.8'.

E.S.D.

"z"

Prokdy
1.1.47



It is submitted the Surveyors be informed it is concluded the thickness of the centre line deck girder deck angle connections ~~is~~ is .38" as approved and not ~~25~~ 25" as reported, but they should state if this is so.

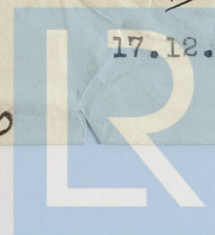
They should be requested to furnish the breaking test of the $3\frac{1}{2}$ " circumference steel wire hawsers and the overall length of the vessel which have been omitted from their report.

See

17.12.46.

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Lloyd's Register Foundation