

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor Tanker "BRITISH MARQUIS" REPORT Sld. No. 34473

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. 15776Depth "d" -2nd Long. No. 44395Proportions =  $\frac{L}{D}$  13.61Framing As approvedSheerstrake As approvedSister vessel to "BRITISH MAJOR"

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 100A1 "Carrying Petroleum in bulk".

1 Dk, 2nd dk in fore hold. "Longitudinal framing at bottom and at deck"✓

"Butts of keel plating elec. welded"✓

Cell DBuE 67' 37t, DTf 32' 383t, FPT 129t, APTs 165t

FK, 17BH, Lloyd's A &amp; CP

P 98' B 47' F 47'

Mchy Aft

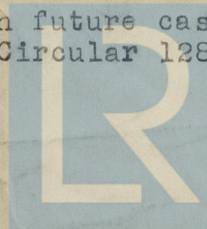
O.L. 490.0'

E.S.D.

"at"

It is further submitted the Surveyor be informed it is concluded the thickness of the channel struts at the lower stringer in the wing cargo tanks is .56" as approved and not .54" as reported, but they should state if this is so.

They should be requested to state in future cases the lengths of double bottom tanks in accordance with Circular 1284.



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7.6.46.

002457-002464-0283