

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor tanker "BRITISH COMMERCE" REPORT Sld. No. 34502

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. 12032Depth "d" -2nd Long. No. 34432Proportions = $\frac{L}{D}$ 13.3Framing As approvedSheerstrake 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 **100A1** "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, 16 BH, Lloyd's A & CP

P 90' B 46' F 37'

Mchy Aft

O.L. 422.8'

E.S.D.

"Z"

It is submitted the Surveyors be informed it is concluded the size of the face angle on the transverse beams is 6" x $3\frac{1}{2}$ " x.40" O.A. and not 6" x $2\frac{1}{2}$ " x.40" O.A. as reported, but they should confirm this.



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