

Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne.

F.E.

Similar to the "ENNERDALE" etc.

Yard No. 1701.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME Sgl.sc. ~~not~~ tanker "REGENT HAWK" REPORT Nwc. No. 102988.

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. 15640

Depth "d" -

2nd Long. No. 42780

Proportions = $\frac{L}{D}$ 13.52

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 ~~as~~ 100A1 "Carrying Petroleum in bulk".

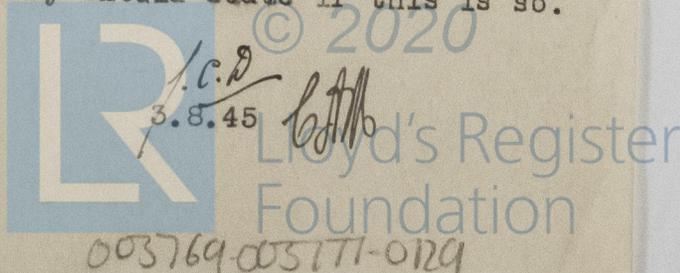
7.45 Nwc. "Fitted for oil fuel 7.45, FP above 150°F" *JRM*

1 Dk, 2nd dk clear of cargo tanks "Part elec. welded"
"Longitudinal framing at bottom & at deck"
Cell DBuE & B 91' 288t DTf 36' 628t FPT 156t, APT 87t
FK, 16BH, Lloyd's A & CP
P 110' B 47' F 40'
Mchy Aft
O.L. 485.2' E.S.D.

$\frac{21}{8}$ " The class is assigned and maintained upon the understanding that the equipment ^{of Anchors} will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert in S.R.L: (A bower anchor to be supplied).

It is submitted the Surveyors be informed it is concluded the thickness of the forecastle deck plating is .36" as approved and as indicated on the plan as built and not .32" as reported, but they should state if this is so.



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