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Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor tanker "LOTORIUM" REPORT Bel. No. 14493

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. 13175 Depth "d" -
 2nd Long. No. 36231 Proportions = $\frac{L}{D}$ 13.7
 Framing As approved Sheerstrake As approved

Sister vessel to the "LYRIA" etc.

Two longitudinal bulkheads are fitted

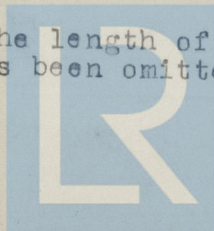
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "Carrying Petroleum in bulk"
12.47 Bel.

1 Dk "Part elec. welded" "Longitudinal framing at bottom & at deck"
 Cell DBuE 59' 129t, DTf 25' 252t, FPT 104t, APT 57t
 FK, 16BH, Lloyd's A & CP
 P 88' B 55' F 51'
 Mchy Aft
 O.L. 446.2'
 E.S.D
 a+



IT IS FURTHER SUBMITTED the Surveyors be informed it is concluded the spacing of the vertical stiffeners on the wing tank bulkheads is $32\frac{1}{2}$ " and the thickness of the bottom strake of the collision bulkhead is .51" as approved, but they should state if this is so.

They should be requested to furnish the length of the bridge, measured in accordance with Circular 1551, which has been omitted from their report.



Lloyd's Register
 Foundation

005867-003874-0192