

Harland & Wolff, Ltd., Belfast.

Yard No. 1365.

F.E.

3m, 10, 47.

Sister vessel to 'BRITISH RANGER' & 'BRITISH SECURITY'

WRECK
SECTION

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

DCW

VESSEL'S NAME Motor Tanker 'BRITISH STRENGTH' REPORT Bel.

No. 1000
No. 14660

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. 15742

Depth "d"

2nd Long. No. 44216

Proportions = $\frac{L}{D}$ 13.62

Framing Bulb angle frames 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 ~~8100A1~~ "Carrying Petroleum in bulk" 10.46 Bel.

1 Dk, 2nd dk clear of cargo tanks. "pt Elec. welded"
"Longitudinal framing at bottom & at deck".

Cell DBuE 68' 105t, DTf 32' 459t, FPT 197t, APT 89t

FK, 16BH, "Lloyd's A & CP"

P 99' B 40' F 59'

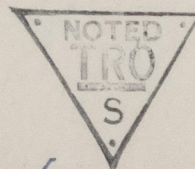
Mchy Aft

O.L. 489.5'

E.S.D.

Radar

"d" "



It is further submitted the Surveyors be informed it is concluded the thickness of the brackets connecting the bottom transverses to the longitudinal bulkhead webs in the centre tanks is .48" as approved and not .42" as reported, but they should state if this is so.



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4.12.48.

Lloyd's Register
Foundation

004534-004540-0152