

Harland & Wolff Ltd., Belfast.

Yard No. 1316

m. 12.45.

F.E.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME Motor tanker "PATELIA" REPORT Bel No. 14303

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



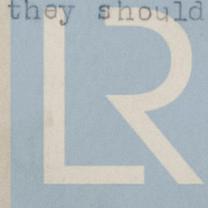
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "Carrying Petroleum in bulk" 12.46 Bel.

1 Dk "Longitudinal framing at bottom & at deck" "pt. Elec. welded"
 Cell DBuE 59' 189t, DTf 25' 299t, FPT 154t, APT 88t
 FK, 16BH, Lloyd's A & CP
 P 94' B 52' F 52'
 Mchy Aft
 O.L. 483.0'
 E.S.D.
 c†

NOTE: The vessel is being used for the carriage of Bitumen in a liquid state. (See General Declaration in the report).

It is further submitted the Surveyors be informed it is concluded the spacing of the nine $\frac{7}{8}$ " diameter rivets connecting the bottom longitudinals with the shell plating on each side of the transverses and bulkheads is $3\frac{1}{8}$ " as approved and not $3\frac{1}{2}$ " as reported, but they should state if this is so.

See below 28.1.47



Lloyd's Register Foundation
 15.1.47