

Generally similar to the "BRITISH MARSHALL" etc.

Classed by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

( Sld.

35114

SHIP'S NAME Motor tanker "BRITISH LIBERTY"

REPORT S

( Nwc.

No. 106087

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. 15795

Depth "d" -

2nd Long. No. 44413

Proportions = L/D 13.59

Framing As approved

Sheerstrake As approved.

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 100AL "Carrying Petroleum in bulk" 4,49 Nwc.

1 Dk, 2nd dk in fore hold. "Longitudinal framing at bottom & at deck" "Butts of keel elec. welded" Cell DBuE 68' 17lt, Dtf 34' 484t, FPT 229t, APT 73t.

FK, 16 BH, Lloyd's A & CP P 99' B 47' F 48'

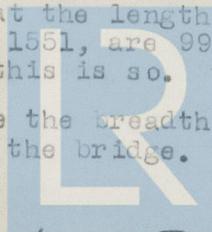
Mchy Aft O.L. 490.0' ESD Radar "d"



It is further submitted the Surveyors be informed it is concluded the thickness of the horizontal girders on the cargo tank bulkheads, including the Owners increase, is .50", that the vertical stiffeners as reported for the peak and cargo tank bulkheads are bulb angles, that 3 1/2" x 3 1/2" x .48" back bars are fitted to the shell lugs of the bottom transverses in the centre cargo tanks as indicated on the approved plan of midship section and that the lengths of the poop and bridge, measured as required by Circular 1551, are 99.3' and 47.0' respectively, but they should state if this is so.

They should be requested to state the breadth and thickness of the upper deck stringer plate in way of the bridge.

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Lloyd's Register Foundation 1.1.19 31.5.49