

Engine Room

1872

Proportions—*Depths to Length—Upper Deck Beam at*)

12.61

(Where necessary to be entered in Reg. Book.)

Residence

lm. 12, 15.

F. E.

Received by Chief Ship Surveyor 31.12.17

Received from Chief Ship Surveyor

VESSEL'S NAME Steel 7/8 Francol

Rpt. Indul

No. 30303

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 Clasing Committee may have all the salient points presented in the endorsement.”—*Extract from Sub-Committee's Report, 24/5/92.*)

Transverse No. 66.83

Depth "d" 15.33

Framing: Table No. 37

Description Built angles + web frames
as approved.

Longitudinal No. 21492

Proportions $\frac{\text{Length}}{\text{Depth}} = 12.61$

Bridge Deck Sheerstrake as approved

CONFIDENTIAL 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 ~~+~~ 100 A1 (Steel) for Government Service

Carrying petroleum in bulk

2 194s (steel) & web frames

Cell 10B ~ E + B 6g 135E. DTf 24 90E. FPT 48E. APT 30E.

FK. 16 BH (12 to 0.0" 4 to 2" 0") pr cem. Lloyd's A + CP.

P46' B106' F40'

It is concluded the Bridge deck stringer angle & the vertical stiffeners below the 2nd deck on Nos 78 & 84 bulkheads are as approved but the Surveyor should be requested to state if this is so.

1.1.18

Lloyd's Register
W1160-0016
30

will be - 00/t

Bulb Angle, Plate, Tee Bulb, or Channel)
Angles on upper edge
Spacing
BEAMS, POOP DECK, ANGLE BULB ANGLE PLATE

„ Angle on ditto
 „ Tie Plates
 „ Deck. Material and thickness *steel* }
Bridge Deck Stringer Plate. br'dth & thickness