

F.E.

Received by Chief Ship Surveyor

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VESSEL'S NAME *Steel T.S. "WELLFIELD"*Rpt. *hmc*No. *77652*

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, 24.8.92.)

Transverse No. *81.75*

Depth "d"

Framing: Table No. *31479*Description *Longitudinal framing*Longitudinal No. *31479*

Proportions $\frac{\text{Length}}{\text{Depth}} = 12.6$

upper Deck Sheerstrake .86 thick instead of .84 and other scantlings as approved for vessels built on the Longitudinal System.

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 A.1. (Steel) "Carrying Petroleum in Bulk"

2 Dks (Rtl) & web frames. Longitudinal framing

Cell D.B. v E. 27' Hgt, F.P.T. 140t, A.P.T. 64t.

F.K. 15 B.H. (10 to upper deck), 1st Cen, Cloyd A C.P.

P 92, B 37', F 40' "machinery apr"

It is concluded that the oil tight ~~which~~ ^{and} 170 Ht is carried to the upper Dk as reported and ~~not~~ ^{as} shown on the approved plans but the Surveyor should be requested to state if this is so.

W 134-0149

7/13/24

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