

W1630-0109

1821.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. "British Commodore"* Rpt. *Dun.* No. *8423*.

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.)

ECK
ITION

Transverse No. *90.67*

Depth "d"

Framing: Table No. *—*

Description *Longitudinal framing*

Longitudinal No. *39894*

as approved.

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{12.94}{1}$

Upper Deck Sheerstrake and other scantlings as approved for vessels built on the longitudinal system or in excess thereof.

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 (stl) & web frames. Longitudinal framing
Cell DB, in E38, 61t, DT f46, 699t, FPT 141t, APT 188t,
FK, 16BH (10BH to upper dk, 6BH to 2nd dk), pt. Cam, Lloyd's A.M.P.
P113, B32, F50, Mch. aft.

Lt 20/3/23

see letter rec. 25/3/23

M. A. W. J.
17/3/23.

It is concluded the spacing of the rivets on each side of the transverses and bulkheads for longitudinal frames 12-22 are as approved, that the scantlings of the longitudinal bulkhead and transverse bulkheads at the end of the vessel have been increased one to steel, and that the length of the DB. Compst. carrying feed water is as approved, and not as reported, but the surveyor should be requested to state if this is so.