

W1630-0109

5,821.

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.)

Transverse No. 90.67Depth "d" ✓Framing: Table No. —Description Longitudinal framingLongitudinal No. 39894as 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.V.P.
P113, B332, F50, Mch. aft.

Lr 20/3/23

see letter
rec. 24/3/23

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
 due to sheer, 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.