

Register Tonnage 412.62

1st Longitudinal Number (L x D) = 90.66

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

2nd Numeral L x (B + D) = 39890

W357-0010

RETAIN

F.E.

1c.10.23.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *St S* M.V. "BRITISH PETROL" Rpt. *hwc* No. 79675

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, 24/5/82.)

Transverse No. 90.66

Depth "d" ✓

Framing: Table No. ✓

Description Longitudinal framing

Longitudinal No. 39890

Proportions  $\frac{\text{Length}}{\text{Depth}} = 12.90$

Deck Sheerstrake and other scantling, as approved for vessels built on the longitudinal systems, or in excess thereof.

Old Rules

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 frame. Longitudinal framing  
Cell D.B u E 15' f 45' 289t, F.P.T. 1bot, A.P.T. 104t.  
F.K, 17B.H (10B.H to upper dk. 7 B.H to 2<sup>nd</sup> dk) pt cem, Lloyd's A.C.P.  
P106', B 33', F 49'. machy aft.

It is concluded the spacing of the rivets in the shell built of the side plating is as approved but the Surveyors should be requested to state if this is so.

DOUBLE BOTTOM. In Machinery space

Spacing.....

