

467.60.

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.68

Port of Registry London

the building, afloat

87483
Out

nt to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME Steel Screw M.S. "BRITISH TRIUMPH" Report Grk. No. 20281

For the CHIEF SHIP SURVEYOR ~~XXXXXXXXXXXXXXXXXXXX~~

(In cases which have to be submitted to 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.)

ature of Survey First Entry When due --

*100A1 'Carrying petroleum in bulk'

1 Dk. 2nd Dk clear of cargo tanks. 'Longitudinal framing at bottom and at deck'

Cell. DB u E 78' 178t, DTf 34' 427t, FPT 209t, APT 198t.

FK, 17 BH, pt. Cem., pt Asp., Lloyd's A & CP.

P ^{105'} 102', B ^{43'} 36', F ^{46'} 50' (See S/o Lk Grk 7/5/37)

Machy. aft.

It is concluded the thickness of the upper deck plating clear of bridge is .76 and .58 as shown and amended in pencil on the approved plans, although the first entry report and plans as built are not in agreement. As regards the number and thickness of strakes of shell plating the plans of midship section as built and shell expansion are not in agreement with the First Entry Report. In the circumstances as the certificate is urgently required, the certificate has been drawn up with the number of strakes in accordance with the plan of midship section as built and shell expansion.

The Glasgow Office should be informed

L.R.

16.12.36

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Lloyd's Register
Foundation

W438-0182

Notes as regards
Deck StructureL.R.
11.5.37

W438-0182