

Gross Tonnage

8083.10

Registered Tonnage

4741.34

1st Longitudinal Number (L x D)

15640

15562

Managers

G. Rönneberg &amp; J.

1m.10.33.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

Steel Sc. M.S. "REALF"

Rpt.

Memo

No. 1577

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.)

1st Long. No. 15640 equiv. "D"

Depth "d"

2nd Long. No. 43010 " "

Proportions =  $\frac{L}{D}$  13.3

Framing Longitudinal framing

Sheerstrake as approved

This is generally a sister ship to the "ORION"

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

100A1 "Carrying petroleum in bulk"

2 Dks "Longitudinal Framing - Bracketless System"

Cell. DBuE 69' 186t, DTf 36' 535t, FPT 144t, APT 169t

FK, 16 BH (10 BH to U.Dk., 6 BH to 2nd Dk.), pt. cem., Lloyd's A &amp; CP

P. 102', B. 37', F. 43'

Machy. Aft.

Rudder Electrically Welded

O.L. 485'

The Surveyors should be informed, it is concluded that the bottom of the vessel in way of the well at the after end of the machinery space has been covered with cement or composition, but this should be confirmed.

as in the "Orion" Memo Rpt 1421

Lloyd's Register Foundation

W467-0098

DOUBLE BOTTOM. In motor space.

Spacing



RETAIN



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