

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor Tanker "BRITISH MAJOR" REPORT Sld No. 34436

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. 15776

Depth "d" -

2nd Long. No. 44395

Proportions = $\frac{L}{D}$ 13.61

Framing As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

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 ~~as~~ 100A "Carrying Petroleum in bulk"

1 Dk, 2nd dk in fore hold. "Longitudinal framing at bottom and at deck" ✓

"Butts of keel plating elec. welded"

Cell DBuE 67' 37t, DTF 32' 383t, FPT 129t, APTs 165t

FK, 17BH, Lloyd's A & CP

P 98' B 47' F 47'

Mchy Aft

O.L. 490.0'

E.S.D.

"d"



It is submitted the Surveyors be requested to furnish the following information which has been omitted from their report:-

- 1) Spacing of rivets in the side frames.
- 2) Riveting particulars of the bottom longitudinals and brackets connecting the former to the oiltight bulkheads as required on Rpt 1*
- 3) The spacing of the bottom longitudinals
- 4) The breaking test applied to the $3\frac{1}{2}$ " circ. S.W. hawsers.

They should be informed it is concluded the frame brackets in way of the engine space are connected to the tank top by 6" x 6" x .50" angles as indicated on the approved plans and not by 6" x 3 $\frac{1}{2}$ " x .54"

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angles as reported, that the thicknesses of the upper deck plating are as indicated on the approved deck plan, that the spacing of the $\frac{7}{8}$ " diameter rivets in the angles connecting the bottom transverses with the shell plating in the wing cargo tanks is $4\frac{1}{2}$ and 4 diameters as approved and that the peak tanks have been tested as required by the Rules, but they should state if this is so.

See [They should further be requested to state whether they are correct in reporting 12" x $\frac{1}{2}$ " steel ^{hatchway} coamings welded to the deck and closed by .64" steel covers instead of 12" x $3\frac{1}{2}$ " x .44" bulb angle coamings with 50" steel covers as given in the freeboard report and to send the approved plan of the fabricated sternframe as the plan forwarded with their report applies to a cast steel sternframe.] *See also 20.5.46*

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