

William Doxford & Sons Ltd., Sunderland.

Yard No. 763.

F.E.

3m.10.47.

Sister vessel to the 'BRITISH COMMERCE' etc.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Motor tanker 'BRITISH FORTUNE' REPORT Sld. No. 35044 Nwc. No. 105866

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. 12032 Depth "d" -
2nd Long. No. 34432 Proportions = L/D 13.3
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 100A1 "Carrying Petroleum in bulk". 1.49 Nwc.

1 Dk "Longitudinal framing at bottom and at deck".
"Butts of keel welded elec. welded".
Cell DBuE 58' 28t, DTf 20' 328t, FPT 123t, APT 50t
FK, 16 BH, Lloyd's A & CP
P 90' B 46' F 37'
Mchy Aft
O.L. 422.8'
E.S.D.
"z"



It is submitted the Surveyors be requested to verify the scantlings as reported for the centre girder in the double bottom under the machinery space, to state the spacing of the ribs in the lugs connecting the bottom transverses to the shell in way of the centre cargo tanks and in the bottom longitudinals in No. 1 cargo tanks.

They should be informed it is included 3 1/2" x 3 1/2" x .48" back bars are fitted to the lugs connecting the bottom transverses to the shell in way of the centre cargo tanks as indicated on the approved plan of midship section, but this should be confirmed.



Lloyd's Register Foundation

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