

Harland & Wolff Ltd., Glasgow.Yard No. 1398GSister vessel to m.v. "BRITISH CAPTAIN"ent to Chief Surveyors.....
GB

Received from Chief Surveyors.....

ESSEL'S NAME Motor tanker "BRITISH COMMANDER" REPORT Gls No. 75168For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER SURVEYOR.~~

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.)

ture of Survey First Entry ~~When due~~

Two Longitudinal Bulkheads are fitted.

100A1 "Carrying Petroleum in bulk"

1 Dk, 2nd dk clear of cargo tanks "Longitudinal framing at bottom & at deck" "pt Elec. welded"

Cell DBuE 68' 96t, DTf 32' 419t, FPT 137t, APT 86t

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

P 98' B 52' F 46'

Mch'y Aft

O.L. 489.8'

ESD

Radar

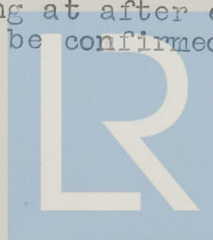
"d"



It is submitted the Surveyors be informed it is concluded the thickness of the side girders in the double bottom tank is .60 as approved, also the bridge side plating at after end is .60 as approved and not as reported, but this should be confirmed.

✓
Su with 31-3-50

White bls



22.3.50
Lloyd's Register Foundation

002978-002988-0110