

Gross Tonnage
Less Crew Stores
Less above Deck
Engine Room

N/N GAATON

EX WANMAS X

1,500,119.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. BRITISH CHANCELLOR* Rpt. *Sl* No. *28223*

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.)

Transverse No. *9067* Depth "d" *-*

Framing: Table No. *-* Description *Longitudinal framing*

Longitudinal No. *39894*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{12.97}{-}$

Upper Deck Sheerstrake 1.02" thick instead of .92" and other scantlings as approved for vessels built on the longitudinal system.

Additional face angles have been fitted to the transverse bulkhead webs forward in lieu of increasing depth of web plate

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

*✱ 100 A-1. (Steel) Carrying petroleum in bulk
2 Dks (Steel) & Webframes longitudinal framing
Cell DB & E & B 74' 209t, ITF 45' 851t, FPT 205t, APT 259t.
FK, 17 BH (10 to Upper Dk, 7 to 2nd Dk) ft Cen, Plyths A & CP.*

P113' B32' F48' Moby Off

N/N GAATON



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Lloyd's Register

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