

Nylands Verksted, Oslo.

Yard No. 261

2500.1 .47

LAST REPORT NO. 54580 PORT. HUL.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME s.s. "BALTCON" (ex "Empire Conavon" etc.) REPORT Cff. No. 56117

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.)

This vessel was built in 1922 and classed with the Norske Veritas.

A temporary class 100A1 (Classification Contemplated) and notation of "Examined 5.47" have been assigned.

Action has been deferred for permanent repairs on account of damage to keel, bottom and deck plating, floors, bulwarks etc. on the vessel's arrival in the Bristol Channel. See Rpts. Nwc. No. 104933 and Hul. No. 54580.

Plans have been examined at this Office and the scantlings and arrangements found suitable for the class 100A-.

For further particulars see endorsement 12.12.47.

The CARDIFF Surveyors, in a First Entry Report and Rpt. 8, report (3.48) the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

Due to wear and tear renewals and/or repairs to shell and deck plating, bunkers, after peak tank top, hatchways etc. effected.

The shell plating has been drilled with satisfactory results.

The damage as above has been dealt with.

The equipment now reported to be on board consists of 3 bower anchors, 1 stream anchor, and 240 fathoms of chain cable.

Of this equipment, the stream anchor and 45 fathoms of chain cable, tested at a Lloyd's Proving House in this country, have now been supplied. The stream anchor is slightly below the Rule weight.

As regards the remaining equipment, it appears from the records in the Norske Veritas Register Book, that same complied with the requirements of that Society and it is submitted that it be accepted for assignment of the figure "1" without the notation "Lloyd's A & CP".

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 3.48 and the notation of S.S. - 3.48 (Dr).

P.T.O...

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100A1  
3.48 Cff.  
'S.S. Cff. - 3.48 (Dr)'

Classed 3.48


1 Dk  
Cell DB 217' 450t, FPT 41t, APT 37t  
FK, 4BH, Cem.  
P 22' B 64' F 24'  
O.L.             
"q"

The Certificate of Classification to  
be endorsed "*Cargo ballena was  
fitted*" and the same notation to be  
entered in the Register Book.

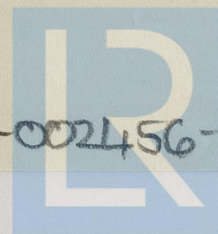
It is also submitted the Surveyors be informed it  
appears from the plans that only two strakes of side shell  
plating are fitted and not three as reported, but they  
should state if this is so. ✓

They should be requested to furnish the overall  
length of the vessel. ✓

They should further be informed that the stream  
anchor now supplied ~~can~~ be ~~accepted~~ accepted in this  
instance.

✓ J.C.D.  
27.5.48  


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