

1m,10,47.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

28 JUL 1950

GB

VESSEL'S NAME 'LA C K L A N' REPORT Ham No. 991

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

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.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) (Vessel 21 years old).

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.					
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
EDGESHEER STRAKE	O	44	43	45	1	-	44	43		1		41	43	43	-	-			
Edge Strake below	N	44	47	47	-	-	44	47		-		41	43	43	-	-	The drillings		
DECK STRAKE	M	90	93	95	-	-	48	55	75	-	-	48	55	91	-	-	taken amidships		
Strake below	L	80	71	75	9	5	48	47	63	1	-	48	55	71	-	-	in way of cargo		
" "	K	64	51	53	13	11	48	55	55	-	-	48	51	51	-	-	tanks.		
" "	J	64	59	55	5	9	48	43	49	5	-	48	71	63	-	-	p.s.f.=Fore Peak		
" "	H	64	61	63	3	1	48	43	59	5	-	48	53	59	-	-	s.s.f.=No.1 Tank		
" "	G	64	59	63	5	1	48	43	55	5	-	48	53	55	-	-	p.s.a.=After Peak		
" "	F	66					52	43		9		52					s.s.a.= Mo.9 Tank.		
Bilge	E	62					50	55		-		50							
" "	D	62					50	53		-		50					Original thicknesses		
" "	C	62					50					50					forward & aft		
" "	B	62					50					50					are at ends.		
" "	A	62					50					50							
th " "	KEEL	98					78					78							

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to the rudder being specially examined at the next drydocking.

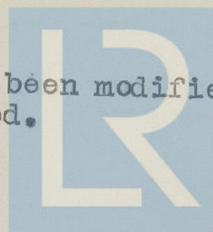
The HAMBURG Surveyors report, this tanker placed in drydock, and the requirements of a Periodical Special Survey (D), (vessel 21 years old), complied with.

The thicknesses of shell plating as ascertained by drilling are as shown above and are such as merit approval.

Considerable repairs effected to shell, deck and bulkhead plating, etc.

Radar has been installed.

The rudder, as above, has been modified in accordance with attached plan, and gudgeons rebushed.



© 2021

Lloyd's Register Foundation

P.T.O.

003534-003540-0144 1/2

'L A C K L A N'

IT IS SUBMITTED **the** vessel is eligible to remain as classed, with record of docking survey 5.50, and to have the Notation of 'ss. Ham. 5.50 ~~Dr~~' assigned as recommended, without special condition.

5.50 Ham.)
ss. Ham. 5.50 ~~Dr~~) Without.

INSERT IN R.B.

✓ Radar.

CBS. Records Dept.
to note. Radar



Yail
24.7.50

It is further submitted the Surveyors be advised the "Dr" notation will be assigned when the bottom and bilge plating ^(forward, amidships and aft) ~~and the shell~~ plating at ends (ss) in the Rule positions, namely in the vicinity of the peak bulkheads, have been drilled. X



© 2021

Lloyd's Register
Foundation

0144 ²/₂

Handwritten signature