

*Cross Palm*

"CONGONIAN", Messrs. Swan, Hunter & Wigham Richardson's  
Yard No. 1708.

Dimensions:- 410 x 56.5 x 29.5 to Upper Deck.  
37.75 to trunk top  
at side.

Class:- 100A1 "Carrying Petroleum in Bulk"  
with the notation "Longitudinal  
Framing"

Owners:- United Africa Company.

This ship is of the single deck type with a  
poop extending well into the half length, also a short bridge  
and forecastle. Between these erections a trunk 7'6" in  
height and 30' in breadth is fitted.

The arrangement of sub-division is somewhat  
unusual. The engines are fitted aft, immediately forward of  
this space is an oil fuel bunker, and between the bunker and  
the oil tanks is a cargo hold, 36' in length. The space  
between the forward end of the oil tanks and the collision  
bulkhead is 67' in length and is also to be used as a cargo  
hold. Subsequently, to obtain the draught desired an  
additional watertight bulkhead was fitted in the forward hold  
and 1" added to the depth of the ship. The alteration in  
depth did not affect the scantlings already approved.

The Builders proposed to supply a complete  
equipment, one grade higher than that required by the Rules,  
to meet Owners' requirements. In regard to this, the  
Builders were reminded that the Admiralty desired that all  
equipments of anchors and chains should be kept to a minimum,  
and that the Committee had agreed, as a war emergency measure,  
to the omission of the third bower anchor and the length of  
cable in a ship of this size being reduced (excepting in the  
case of Tayco cable) from 270 to 225 fathoms. It was suggested  
to the Builders, therefore, that the question of supplying the  
increased equipment required by the Owners should be taken up  
by the Builders with the Admiralty. No subsequent communica-  
tion was received from the Builders in regard to this.

The proposal to fit Tutin B type steel hatch  
covers to the cargo holds was not approved by the Ministry of  
War Transport, it being considered that they did not comply  
with the Load Line Rule No. 100 which requires the hatchways  
on tankers shall be closed watertight by steel covers.

There is nothing further in the correspondence  
affecting the first entry which is not covered by the approved  
plans.



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