

D. & W. Henderson & Co. Ltd., Glasgow.

Yard No. 912M

15 AUG 1950

Received by Chief Ship Surveyor

GB

Received from Chief Ship Surveyor

VESSELS NAME Tw.s.c.s. "AUTOCARRIER"

REPORT

Sou No. 20334

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 unclassified Cross Channel vessel was built in 1931.

A notation "Classification Contemplated" is assigned.

Plans have been examined and the scantlings and arrangements approved by the Committee for the class A- "with freeboard" corresponding to an all seasons extreme draught of 11'-6". "For Channel Service, South West & South East of Great Britain, limiting ports Oban & Harwich"

In a First Entry Report and Rpt 8, the SOUTHAMPTON Surveyors report 4.50 the vessel placed in dry dock, the scantlings and arrangements verified and the requirements for vessels not built under survey complied with.

The shell plating has been drill tested with satisfactory results.

Owing to wear and tear renewals and/or repairs to shell, deck and inner bottom plating, framing, bulkheads, bunkers, tunnel, etc. effected.

The equipment on board does not comply with the Rules for assignment of the figure '1', but is considered sufficient for the required service.

It is submitted the vessel is eligible to be classed A- "With freeboard" "For Channel Service, South West & South East of Great Britain, limiting ports Oban & Harwich" with record of docking survey 3.50 and notation of s.s. - 4.50(Dr)

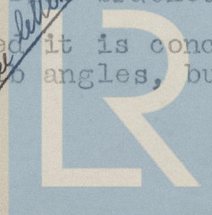
A- "With freeboard" "For Channel Service, South West & South East 3.50 Sou of Great Britain, limiting ports Oban & Harwich" s.s. Sou - 4.50(Dr)

Classed 4.50

1 Dk
Cell DBa 40' f 58' 69t, FPF 15t, APT 25t
BKs on FK 3 $\frac{1}{4}$ ", 5BH, pt Cem, pt Asp,
B 94' F 37'
O.L. 230.0'
Extreme breadth over belting: 37.8'
"n"

It is further submitted the Surveyors be requested to state the thickness of the tank side brackets and the scantlings of the flat plate keel.

They should be informed it is concluded the bulkhead stiffeners, as reported, are bulb angles, but this should be confirmed.



Lloyd's Register
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