

M. V. "L A V O R O"

Rule Dimensions: 460 x 59 x 34.
Scantling Numbers: 15600 and 42780
Proportions: Length = 13.55 Depths.

This vessel is a Motor Tanker, built in Trieste in 1938, and classed with the Registro Italiano. The Ministry of War Transport have appointed the Anglo Saxon Petroleum Company to be Managers on their behalf, but the vessel remains under the Italian Flag. The vessel has, however, been submitted for survey to the Surveyors at Baltimore, with a view to class with this Society, and they now forward a Report 8 form, also a First Entry Report and plans of Midship Section, Profile and Decks.

The vessel is framed longitudinally on the bottom and at the deck with transverse frames at the sides. Two longitudinal bulkheads are fitted and the design is very similar to the War Emergency Tankers built in this country, excepting that the length of the tanks is 41'-0" instead of 31'-6".

The scantlings and arrangements as shown on the plans and First Entry Report have been examined and found to be in accordance with or equivalent to the Society's requirements for the class 100A- "Carrying Petroleum in Bulk", with the notation "Longitudinal Framing at Bottom and at Deck".

Compared with the tabular requirements the equipment stated to be on board is deficient to the following extent:-

One bower anchor (73 cwts, stockless)

45 fathoms of 2 7/16 stud chain cable.

~~Stream Wire~~ 120 fathoms of 5" steel wire.

but is such as could be accepted as a War Emergency measure excepting that the stream wire should be supplied.

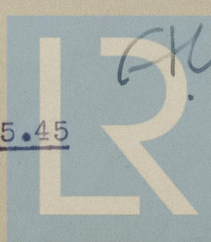
It is therefore submitted that if the Figure 1 is desired, 120 fathoms of 5" wire should be placed on board, and the Owners informed that the reduced length of cable and the omission of a third bower anchor will be approved on the understanding that if and when the vessel is engaged in ordinary peaceful merchant pursuits the equipment will be made in accordance with the requirements of the Rules.

As the Rules of the Registro Italiano require the steel used in the construction of vessels classed with them to be made by the Open Hearth Process and to comply with tests similar to the requirements of Lloyd's Register, it is considered that the steel can be accepted.

It is submitted the Reports Department be informed as above.

*right amount
have been the
for this vessel.
A.U.*

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