

Chief Ship Surveyor .....

Received from Chief Ship Surveyor .....

U.S. NAME Motor tanker "NORVEST" REPORT Sng. No. 7631 & 7632

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 1946 at Fredrikstad and classed with the Norske Veritas.

A Special Survey for Classification was commenced at Rotterdam in 3.47.

A temporary class 100A1 "Carrying Petroleum in bulk" "For Service in the Malay & East Indian Archipelago" (Classification Contemplated) and the notation "Examined 3.47" have been assigned.

For further particulars regarding this case see previous endorsement.

The SINGAPORE Surveyor, in a First Entry Report and Rpt. 8., reports (4.48) the vessel placed in dry dock, the scantlings and arrangements verified, and the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

The wooden chain locker in the fore peak has been replaced by a steel chain locker and an extension piece fitted to the rudder body.

The centre-line bulkhead was not tested separately as it is not intended to carry mixed cargoes. The plating was found to be generally waved in all cargo tanks. The Surveyor states that the bulkhead does not impair the efficiency of the vessel, but recommends that it be dealt with at the Owners' convenience.

In the circumstances it is submitted that the notation "Carrying Petroleum in bulk" be amended to "Carrying homogeneous cargo of Petroleum in bulk", and that this notation be maintained in the Register Book until the centre-line bulkhead has been satisfactorily repaired and tested.

The equipment of anchors and chain cables on board complies with the Rules. A deficiency of 15 fathoms in the length of the chain cables is compensated by an increase of  $\frac{1}{16}$ " in the diameter of same.

The anchors have been tested by the Norske Veritas and the chain cables at a Lloyd's Proving House in the U.K.

It is further submitted the vessel is eligible to be classed 100A1 "Carrying homogeneous cargo of Petroleum in bulk" "For Service in the Malay & East Indian Archipelago" with record of docking survey 4.48 and the notation of S.S. - 4.48, subject to the centre-line bulkhead in the cargo tanks being faired at a convenient opportunity.

Lloyd's Register  
Foundation  
P.T.O.

008753 - 008758 - 0033 1/2

008753 - 008758 - 0033 2/2

OOA1 "Carrying homogeneous cargo of Petroleum in bulk" "For Service in the Malay & East Indian Archipelago".

.48 Sng. )  
.S. Sng. - 4.48 ) subject

Classed 4.48

Dk "Elec. welded" "Open Framing & Beams lugged to Plating"

PT 3t

K, 8BH

26' RFD 14'

L. 102.0'

Extreme breadth over belting: 21.2'



Equipment letter for fees: "a" in red.

See letter 20/1/48.

It is also submitted the Surveyors be informed it is concluded the cofferdams and oil fuel side bunkers in the machinery space have been satisfactorily tested, but they should state if this is so.

NOTE: Regarding anticipated change of the vessel's name to "DUYONG" see page 2 of Rpt 8

Lloyd's Register Foundation

*J.C.D.*  
14.6.48