

Harland & Wolff Ltd., Belfast.

Yard No. 1327

F.E.

(FBD.)

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

EL'S NAME.....BALAENA.....Rpt. Bel No. 14265

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.)

D to W dk. 57'. D to 2nd dk 35'. D for scantlings 46.5'
st Long. No. 24877 Depth "d" -
nd Long. No. 64467 Proportions = $\frac{L}{D}$ 9.39
raming As approved Sheerstrake As approved

The scantlings of this vessel have been approved for a summer moulded draught of 34'4".

For full particulars regarding this case see endorsements and correspondence.

A centre line and two side longitudinal bulkheads are fitted.

This vessel appears to have been built in accordance with the rules and the approved plans, and it is submitted she is eligible to be classed *FP above 150°F* ¹⁰⁰⁰ as "LOCAL "With freeboard" "Whaling Service" "Fitted for oil fuel 9.46 9.46 Bel. "Carrying oil in bulk, FP above 150°F" ✓

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

2 Dks. 2 intermediate 'tween dks fwd & 1 intermediate 'tween dk aft. "pt. Elec. welded". "Strengthened for navigation in ice". "Longitudinal framing at bottom and at tank deck". Cell DB 100' 522t, DTsf 47' 1068t, FPT 396t, APT 432t FK, 16BH (1 to weather dk, 2 to intermediate dk aft, 13 to 2nd dk) pt. Cem, Lloyd's A & CP

F 100'
Mchy Aft
O.L. 555.0'
E.S.D.
"Lt"

await reply to enquiry

3 1/2" (see endorsement 19.10.58).

For Mr Bullick to note: "RADAR"

It is submitted the Surveyors be informed it is concluded the spacing of the forecastle deck beams is as indicated on the approved deck plan, that the thickness of the keel plating at the after end of the vessel is .96" as approved, and not .59" as reported, that 1" diameter rivets

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"BALAENA"

spaced 4" apart have been used in the treble riveted seams of the side shell plating, and that 1" diameter rivets spaced $5\frac{1}{2}$ " apart have been used in the flanges of the angles connecting the bottom and side transverses to the shell plating, but they should state if this is so. X

It appears from the plans that there are altogether 16 bulkheads to be recorded in the Register Book and not 17 as reported. Of these bulkheads one (No. 186) extends to the weather deck, two (Nos. 11 & 53) extend to the intermediate 'tween deck aft, and thirteen (Nos. 58, 59, 70, 81, 92, 103, 114/117, 119, 130, 141, 152, 163 & 164) to the second deck, but this should be confirmed. X

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212