

Received by Chief Ship Surveyor.....

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VESSEL'S NAME s.s. "LORNE PARK" REPORT Hfx. No. 5264

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.)

1st Long. No. 7595

Depth "d" -

2nd Long. No. 21957

Proportions = L to upper dk. 12.65
D to bridge dk. 9.25

FramingBulb angle frames as approved

Sheerstrake As approved

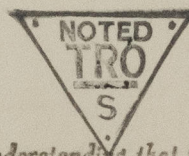
Sister vessel to the "SUTHERLAND PARK"

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

SEE SPECIAL CORRESPONDENCE ETC. RE ANCHORS.

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 #100A1

2 Dks
Cell DB 270' 690t, FPT 59t, APT 109t
FK, 6 BH, pt. Cem.
P 37', B 76', F 34'
O.L. 328.0'
E.S.D.
u

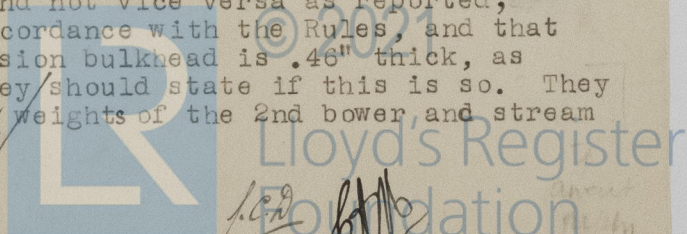


The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules and the two bower anchors and stream anchor on board submitted to the Statutory Test when the present state of emergency has passed.

Insert /in S.R.L.:- (A bower anchor and 45 fathoms of chain cable to be supplied and the two bower anchors and stream anchor on board to be submitted to the Statutory Test).

It is submitted the Surveyors be informed it is concluded the butts of the sheerstrake in way of the wells are quadruple rivetted and those of the strake below are treble rivetted and not vice versa as reported, that the riveting of these butts is in accordance with the Rules, and that the bottom strake of plating of the collision bulkhead is .46" thick, as approved and not .44" as reported, but they should state if this is so. They should be requested to verify the dropped weights of the 2nd bower and stream anchor heads and shanks.

see letter 22.8.45



2.8.45