

F.E. FROM ACCTS.	20/5
F.E. FROM ADMIN/F	24/5
PLANS RECD	Rpt. 20/5
CERTS. RECD.	20/5
TO RPIS. DEPT.	25/5

Port LONDON No. 142598

Date of completing report 29-4-60 When handed in at Local Office 29-4-60 Received London

Survey held at Dartford First Visit 3-4-59 Last Visit 28-4-60 No. of Visits 23

# FIRST ENTRY SHIP REPORT

ON THE SS/MS CHARMO

Has Report been sent on (1) Freeboard of Ship? (No) Rpt C11 only (2) Machinery? Two diesel engines driving a single screw shaft  
(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Tanker Is machinery fitted aft? yes.  
Length (D 201 of Rules)\* 149.67' Built at Dartford, Kent.  
Breadth (D 202 of Rules) 32.50 Launched December 1959. Yard No. Nc/148.  
Depth (D 203 of Rules) 10.50 Builders Charrington Gardner & Locket (London) Ltd.  
Draught (summer moulded) (D 204 of Rules) 9' Owners Charrington Gardner & Locket (London) Ltd.  
Deck Factor "F" excluding d<sub>t</sub> Address Tower House, 40 Trinity Square, (London) U.K.3.  
" " "F" including d<sub>t</sub> Managers —  
Gross tonnage L 90 Address —  
Net tonnage — Port of Registry London.  
Official number — Date of last survey in drydock Built in drydock, floated 12-59.  
Signal letters —

## GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? yes.  
Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? yes.  
Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? yes.  
If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? yes.  
Are the materials and workmanship satisfactory? yes.  
Have the freeboards been satisfactorily marked on the ship's sides and verified? Freeboards not assigned.

**BUILDER'S DECLARATION :** To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

CHARRINGTON GARDNER LOCKET (LONDON) LTD.

John G. Gilling

Builder's Signature

## FEES, etc.

Special Survey fee L 160.0.0  
Travelling expenses L 5.7.0  
Late attendance fees —  
Fees applied for 20 MAY 1960 Received —  
Classification Certificate to be sent to Owners.  
Date of issue Not sent - came to light 1/63. In view Owners Lts 1/2 No certs - per H.M.S. 7/2/63  
Has an Interim Certificate been issued? yes.

This Ship in my opinion is eligible to be classed: — + A1 oil tanker  
(Special notations where part of class to be stated) FP above 150°F

A1. Oil Barge,  
carrying oil FP above 150°F  
River Thames Service.

Signature J. Dodd

Surveyor(s) to Lloyd's Register of Shipping A. E. Kirby

Committee's Minute

FRIDAY 17 JUN 1960

Character Assigned

+ A1

Oil Tanker - L.P. above 150°F  
River Thames Service

LACP

DS 12.59

+ LMC subject

ES 7 4.60

TS OG



STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— *Appleby - Trodingham Steel Co.*  
*South Durham Steel and Iron Co.*  
*Dorman Long (Steel) Ltd.*  
 Sections:— *Steel Company of Wales Ltd*

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? *yes.*

Process of manufacture (e.g. Open hearth, electric furnace, etc.) *open hearth.*

Particulars of Special Quality Steel used  
 (Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded *Structure electrically welded throughout except parts of deckhouse.*

Parts examined by radiography *None.*

Were the electrodes used of types approved by the Committee? *yes.*

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	<i>Fabricated.</i>	<i>Charrington Gardner &amp; Docket Ltd.</i>
Shaft brackets	—	—
Sternframe	<i>Fabricated.</i>	<i>Charrington Gardner &amp; Docket Ltd.</i>
Rudder mainpiece or post	"	"
Rudder head	"	"
Quadrant	—	—
Tiller	<i>cast steel</i>	<i>Vickers-Armstrongs Ltd.</i>
<i>CROSS HEAD</i>		

GENERAL PARTICULARS

Steering gear (Type & Maker) *Electric-hydraulic X*  
*Vickers-Armstrongs Ltd.* Auxiliary steering gear *Hydraulic (manual).*

Steering chains (Size & test) Windlass (Type & Maker) *Electric-hydraulic X*  
*Vickers-Armstrongs Ltd.*

Ceiling in holds (Material & thickness) — Are cargo battens fitted in holds? in 'ween decks?

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— *none.*

Particulars of composition (if any):— —

Insulated cargo compartments (if any):— —

Parts of structure of material other than steel (if any):— —

If mechanical ventilation is fitted, state in which cargo spaces:— —

If cathodic protection is fitted, state in which tanks:— —



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## CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 — No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —  
 No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —

Fore peak tank 20 Tons. ✓ After peak tank 14.25 Tons Port. ✓ Midship deep tank —  
 Deep tank aft — Deep tank fwd. Frames 72/82 } 28 Tons Port. ✓ Topside tanks Frames 25/27 Port Side 2.5 Tons F.W.  
 Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks Frames 31/34 9 Tons F.W.  
 Side tanks Frames 29/34 7 Tons Port } OF Wing tanks Frames 82/86 10 Tons Port ✓ Other tanks Frames 26/31 3 Tons Port } FW.

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— none.

## GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

The following approved plans forwarded with this report:

- 1 General Arrangement.
  - 2 Steelwork plans.
  - 3 Scantling sections.
  - 4 Steelwork plan, bulkheads.
  - 5 Engine and Gearbox seatings.
  - 6 Rudder and sternframe arrangements.
  - 7 Deckhouse steelwork.
  - 8 Wheelhouse steelwork.
  - 9 Steering gear and capstan steelwork.
  - 10 Cargo suction and delivery lines and tank venting.
  - 11 Arrangements for masts and rigging.
  - 12 Cargo tank hatches.
  - 13 Cargo heating coils.
  - 14 Tiller.
  - 15 Crosshead for steering gear.
  - 16 Tiller Certificate.
  - 17 Crosshead Certificate.
- These items are embodied in attached Certificate C35649.

## SPECIAL FEATURES



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