

J.L. Thompson & Sons Ltd., Sunderland.

Yard No.625.

The scantlings are suitable for a draught of 18" in excess of that corresponding to the freeboard which could be assigned as a C.S.S. vessel, with a depth to the 2nd deck of 30.75' (See C.S.S. Dept. endorsement 22.10.43 attached).

F.E.
(FBD)

30 OCT 1943

Received by Chief Ship Surveyor.....

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VESSEL'S NAME *Nordic* Twin sc. s.v. "CHINESE PRINCE" REPORT Sld. No. 33807

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.)

D to W dk 40.75' for normal sheer & 41.75' for flat sheer. D to 2nd dk 30.75'
1st Long No. 17825 Depth "d" - D for scantlings 38.75

2nd Long No. 46879 Proportions = $\frac{L}{D}$ 11.02

Framing As approved

Sheerstrake As approved

The thicknesses of the keel, sheerstrake and upper deck plating have been increased as required by the Owners and the tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

Extensive damage through enemy action and collision to shell and deck plating, framing, superstructures, houses, hatchways, bulwarks etc. has been repaired. Minor unfairnesses which do not impair the vessel's efficiency have not been dealt with and in the Surveyor's opinion this matter should be left to the Owners' discretion.

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~~ "With freeboard". Subject to agreed repairs (enemy action & collision) being effected at Owners' convenience.

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, 3rd deck in Nos.1,2 & 3 holds. "Butts of keel & fwd side shell plating elec. welded".

Cell DB 378' 1353t, MTs 52' 2416t, FPT 91t, APT 240t

FK, Duct keel fwd of Machy space, 8BH (Coll to W dk, 7 to 2nd dk) 6 divisional W.T. BHs in upper 'tween decks, Lloyd's A & CP

P 34' F 39'

O.L. 490.3'

E.S.D.

2 1/4"

*Owners correction
See Pubs 10-11-61*

of Anchors
The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed, and that cargo battens will be fitted at the first available opportunity.

also
Insert/in S.R.L.:-

(A bower anchor to be supplied). Cargo battens to be fitted at the first opportunity.