

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

Turbine Tanker

SHIP'S NAME

"ORIENTAL GIANT"

REPORT

Nag.

No. 1053

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.)

L. 803'-10"

B. 107'-11½"

D. 60'-8"

Three longitudinal bulkheads are fitted.

This ship is reported to have been built under Special Survey in conformity with or by standards equivalent to the Society's Rules and Regulations and the Secretary's letters.

The steel used in the construction of the ship was manufactured at works recognised by the Committee but tested by the American Bureau of Shipping. This has been accepted (refer Secretary's letter dated 31.7.58) but the Maltese Cross will not be assigned.

The rudder and sternframe forgings and castings have also been tested by the American Bureau of Shipping.

The equipment supplied is equivalent to Rule requirements, was tested by the American Bureau of Shipping and is acceptable for the Figure '1' but the notation "LACP" will not be assigned.

IT IS THEREFORE SUBMITTED the ship is eligible to be classed:-

100A1 "Oil Tanker"
DS 11,59.

1 dk; LF; EW.

mchy Aft

O.L. 849'-9"

E.B. 108'-5"

ESD; RDR; PFD; DF; GC.

DBuE F.W; Side & Cr.tanks in mchy space O.F; DTsf 6707t; FPT 1310t;
APT's pt W.B. 345t pt F.W.

12BH.

P 145' F 100'

R.O.F: 4"

(a*) 3.3/8" SQ

U.S.S. Records Dept.
to note.



P.5 Steel.

INSERT IN S.R.L. APPENDIX.
(Main structure partly of P.5 Steel).



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012159-012164-0131 1/2



No. 4



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"ORIENTAL GIANT"

IT IS FURTHER SUBMITTED the Surveyors be advised the scantlings are in order for the reported increased draught of 44.71 ft, and a verification of markings form should be forwarded if this has not already been prepared.

They should further be advised it is concluded the diameter of chain cable supplied was 3.3/8" with statutory and breaking tests of 615,800 lbs and 862,130 lbs respectively as this information has been omitted from their Report and also that it appears there are only 12 complete bulkheads for Register Book purposes.

X MR. G. BUCHANAN. X

See letter dated 11/4/60.

In order L.R. 24.3.60.

This ship is also classed with A.B.

Freeboards assigned by A.B.

X 20/3

DA.

18.3.60.

R.S.F.



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