

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP NAME Motor bunkering lighter

REPORT

Hull. No. 61827.

JD.

"ONWARD PIONEER"

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, 24/5/52.)

L. 117'-3"

B. 18'-6"

D. 8'-0"

One centreline non-watertight centre bulkhead is fitted.

The scantlings and arrangements, as reported, conform with the Society's Revised Rules and Regulations, and are in accordance with or equivalent to those shown on the approved plans.

It is therefore submitted the ship is eligible to be classed:-

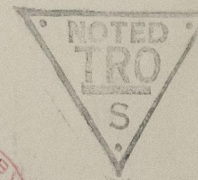
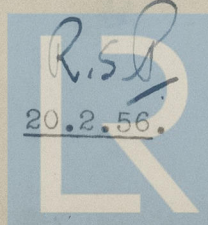
*100A1 "For Coasting Service between Liverpool & Heysham"
"Carrying oil in bulk F.P. above 150°F"

1 dk, "L.F.", "Centre bulkhead non-oiltight", "E.W".
Btm. tanks in mchy space F.W., FPT 10t, APT 11t.
8BH, LACP
Trunk 55'
Mchy Aft
O.L. 121'-9"
Extreme breadth 18'-11"
Rise of floor 2"
"b"

See letter
dated 22/3/52

IT IS FURTHER SUBMITTED the Surveyors be advised it is concluded the sternframe and rudder head are constructed of tested material, and the thickness of the sternframe is $2\frac{1}{2}$ " and not $2\frac{3}{4}$ " as reported. It is also concluded the collision bulkhead stiffeners are 6" x .40 as shown on the plans.

420/3



Lloyd's Register
Foundation

012412-012422-0084