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LLOYD'S REGISTER OF SHIPPING

MOBILE, ALA.

March 10th, 1943

The Principal Surveyor,
NEWYORK

S.S. "FAIRPORT" Mob.Rpt.1925
S.S. "FAIRISLE" Mob.Rpt.1928
S.S. "FAIRLAND" Mob.Rpt.1929

Dear Sir:

In reply to your letters regarding the above vessels we have to say

- (a) The tonnage openings in the shelter deck ('tween) bulkheads were closed by jointed plates bolted to place by $\frac{3}{4}$ " bolts spaces $5\frac{1}{2}$ ".
(See particulars of any special features and particulars of scuppers noted on freeboard reports submitted).
- (b) There are seven (7) W.T.bulkheads extending to the shelter deck.
- (c) The thicknesses of the deck plating abreast the openings are all as approved.
- (d) There is no Circular No.1284 filed in this office.

The various tank capacities have been calculated, viz,-
Tons salt water 35 cubic feet per ton.
Tons fresh water 36 cubic feet per ton.
Tons fuel $37\frac{1}{2}$ cubic feet per ton.

The capacities are as follows:-

Fore peak

From frame 0 - 15, length 29 feet, capacity - ballast only - 143.4 tons.

Double Bottom No.1.

From frame 15 - 41, length 57 feet - Ballast - 165.54 tons, fuel oil - 152.26 tons.

Double Bottom No.2.

From frame 41 - 66, length 62' -6" - ballast - 323.36

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tons, fuel oil - 302.05 tons.

Double Bottom No.3.

From frames 66 - 84, length 45' -0" - ballast 289 tons,
fuel oil 211.26 tons.

Double Bottom No.3A.

From frames 84 - 97, length 32' -6" - ballast 223.04 tons,
fuel oil 305.48 tons.

Deep Tanks.

From frames 84 - 97, length 32' -6" - ballast 948.6 tons
fuel oil 899 tons.

Double Bottom No.4.

From frames 98 - 114, length 40 feet - fresh water 237.33
tons. salt " 244.11 ^{g.c.D}

Double Bottom No.5.

Frames 115 - 144, length 72' -6" - ballast 353.19 tons,
fuel oil 325.39 tons.

No.6 Deep Tanks P.&S. (tunnel tanks)

Frames 144 - 155, length 27' -6" - ballast 206.38 tons,
fuel oil 190.12.

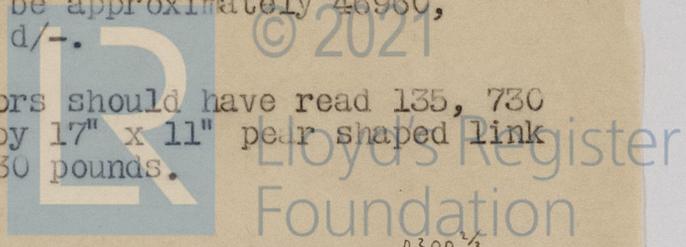
No.7. Deep tanks P.&S. (tunnel tanks)

Frames 155 - 170, length 27' -6" - ballast 115.06 tons,
fuel oil 106 tons.

After Peak.

Frame 175 aft, length 23 feet - ballast only - 183.36 tons.

- e) The double bottom terminates at the after end of No.4 hold.
- f) The deep tanks in way of the tunnel are intended for fuel oil bunkers only.
- g) It is noted that the equipment number has been found incorrect and is estimated to be approximately 46960, which corresponds to letter d/-.
- h) The tests of the bower anchors should have read 135, 730 pounds and one (1) 2-9/16" by 17" x 11" pear shaped link to a proof strain of 287, 930 pounds.



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The Principal Surveyor.

(Certificates are forwarded herewith for anchors and cables, so far as could be secured here.)

- (j) The diameter of the body of the screwshaft is 18-3/8" as approved.
- (k) All the copies of the American Bureau Certificates available at this Port are enclosed.

We may say that the S.S. "FAIRPORT" has been lost through enemy action.

Delay in replying to your letter has been occasioned in the endeavour to obtain American Bureau Certificates.

Yours very truly,

(sgd) T.G.Dodd

for the Surveyors.

TGD/F
Enc.



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0300 1/3

Handwritten notes and signatures:
J.P.
x 2/11/23
T.G.D.
1923

Noted
f.c.D
8.4.43

L.H.



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