

COPY.

## Lloyd's Register of Shipping.



Port Halifax, Nova Scotia,

September 15th, 1943.

### This is to Certify that

A. DAINFITH

the undersigned Surveyor to this Society did at the request of the Ministry of War Transport of the United Kingdom attend on board the steel screw steamer "STAL" of London, 2242 tons gross for the purpose of supervising the erection of additional bulkheads in the forward and after holds, and the shelter deck space, in accordance with plans supplied by the above entity, and which had been approved by the Committee of this Society.

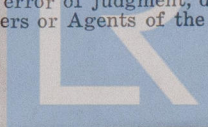
The survey was carried out at Halifax, N. S., on the 3rd July, 1943, and subsequent dates, whilst the vessel lay afloat and in dry dock at Messrs. Halifax Shipyard Ltd., who carried out all the work involved.

Complete bulkheads have now been fitted in the forward and after hold spaces from the tank top plating to the shelter deck on frames Nos. 34 and 119, and also in the shelter deck space on frames Nos. 55 and 76, the latter being extensions directly above the bulkheads forward and aft of the engine and boiler room.

The scantlings of the bulkheads were fitted in accordance with the approved plans apart from welding being used to facilitate

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."





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the work, viz: Boundary bars to tank top and main deck plating were welded in place, and existing frames and beams utilized, welded to shell and deck plating.

Scupper pipes of 3" dia. for draining the newly formed shelter deck spaces Nos. 1, 3 and 4 direct to the corresponding bilges, and also four additional sounding pipes of 1½" dia. were fitted.

Bilge suction lines of 2½" dia. piping together with strum boxes and valves were fitted for the new spaces.

The bulkhead extension on frame No 76 was provided with a hinged water tight door on the port and starboard sides, as the shelter deck space forward of this bulkhead is used as a permanent bunker space. In the shelter deck space the bulkheads were pierced by the D.G. piping and various conduits, these were made water tight by fitting glands or cement boxes, the latter being formed by light plating welded to the bulkhead.

Upon completion of the work the bulkheads were hose tested and all pumping arrangements tried under working conditions with satisfactory results.

*A. Daintith*

Surveyor to Lloyd's Register.

Fee and Expenses:  
£ 87.00



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