

Do. of space or spaces

260.24

Length from fore part of stem to after part of stern

FEET.

498.3

Launched 23 April

F.E.

y Chief Ship Surveyor

Received from Chief Ship Surveyor

S NAME "PORT NAPIER" Rpt. Nwc No. 98606

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.)

st Long. No. 20637

Proportions = $\frac{L}{D} = 12.01$ to upper dk, 10.01 to bridge deck.

nd Long. No. 54518

raming as approved

Sheerstrake as approved.

This vessel was designed to be generally similar to the "Port Jackson", as a complete superstructure vessel with tonnage opening and with the normal arrangement of bulkheads, cruiser stern, holds, etc. as shown on the approved plans, but she is now reported to have been completed as a mine-layer and extensive structural alterations have been carried out for the purposes of this special service.

The insulation in all refrigerated holds has been partly removed, the cruiser stern plating and framing cut away between the upper, 2nd and 3rd decks, and the 2nd deck lowered from the transom frame to the stern. Four of the water-tight bulkheads have been removed between 2nd and 3rd decks from the line of casing or hatchway to the ship's sides; the tonnage opening bulkheads also removed and the tonnage opening plated over, and other structural alterations carried out, including the removal of hatchway coamings, the plating over of these openings and the removal of the oil fuel bunkers in the lower 'tween decks. Five additional water-tight bulkheads have been fitted, extending to the 3rd deck, and the piping arrangements

W71-0038 (1/2)

Floors

Flat Plate Keel Angles

Third Deck, amidships, Angle, L & A

Spacing

10.38

9.38

9.38

altered in conformity therewith. The shell plating above the water line and some of the bulkheads and casings have been armoured.


The Freeboard Survey has, in the circumstances, not been held.

The Surveyors are of the opinion that the vessel should be classed ☒ 100A1 With freeboard on completion of the Survey.

When the work of restoration to the original design has been carried out, the freeboards assigned and marked and favourable reports have been received, the vessel can be considered to have been built in accordance with the Rules and the approved plans and will be eligible to be classed ☒ 100A1 "With freeboard" and the particulars, as below, can be inserted in the Register Book.

☒ 100A1 "With freeboard"

2 Dks and Shelter dk

Cell DB 421' 2198t, Wing tanks in mchy space tween decks  t

Tanks at sides of tunnels 178t, FPT 71t, APT 120t.

FK, Duct keel forward of mchy space, 8BH, (Coll to Shelter dk, 7 to 2nd dk), pt. cem., Lloyd's A & CP.

P 27' B 231' F 92'

D.L. 523.9'

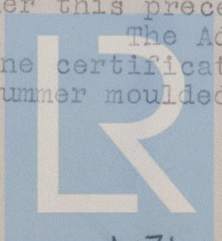
f.c.d.

[Signature]

4.7.40

somewhat

In the recent, similar case of the "Port Quebec", the class of the vessel was inserted in the Register Book, and it is a matter for consideration whether this precedent should be followed in the present instance. The Admiralty should be advised that although no load line certificate is being issued, the scantlings are suitable for a summer moulded draught of 28'-3".



Lloyd's Register
Foundation

W71 - 0038 (2/2)