

RECEIVED

25 MAR 1952

IN D.O.

STEEL STEAMER OR MOTORSHIP.

24 MAR 1952

Received at London office

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *12th February 1952*Port of *YOKOHAMA*Survey held at *Narao, Japan*Keel laid *27th January 1951*No. *595**29th October**1951*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Twin Screw Motor Vessel "BANDON"**Machinery aft.*

Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Raised Quarter Deck - Restricted draught*State Type of Erections *Poop, Bridge & Tackle*E under Deck... *755,274 M³*CLASS ** 100 A1 "for Service in the Gulf of Thailand"*State if with freeboard as condition of Class *Yes*Built at *Narao*

base or spaces Tonnage Dk. Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *42.500*Breadth (greatest moulded) *B 8.240*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 3.150*

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions - Depth to Length - Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded (design) *7 ft - 3 in*Launched *25th July 1951* Yard No. *30*Builders *Narao Shipyard, East Japan Heavy Industries Ltd.*Owners *Thai Navigation Co. Ltd.*Managers *✓*

(Where necessary to be entered in Reg. Book)

Residence *721 Hong Kong Bank Lane, Siphya Road, Bangkok, Thailand.*Port of Registry *Bangkok*If surveyed while building, afloat, or in dry dock & on slip *Yes.*

REGISTERED DIMENSIONS.

FEET - inches

*43.28 (142.00 ft)**8.24 (27.03 ft)**3.16 (10.37 ft)*

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | millimetres INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | millimetres INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|--------------------------------|--|--|--------------------------------|--|
| ES, Spacing amidships | 600 | ✓ | Bracket Floors, Frame | | |
| „ from $\frac{3}{8}$ length amidships to Collision bulkhead | 530 | ✓ | „ „ Reversed Frame | | |
| „ in peaks | 530 | ✓ | „ „ Vertical Struts | | |
| FRAMING. | | | Centre Girder, depth and thickness amidships | | |
| ne Amidships, Angle, E or F angle | 100 x 75 x 10 | ✓ | „ „ top Angles | | |
| „ Extends up to | upper dk. | ✓ | „ „ bottom Angles | | |
| d Frame Amidships, Angle | none | ✓ | Side Girders, No. each side and thickness | | |
| „ Extends up to | ✓ | | Margin Plate depth (excl. of flange) and thickness | | |
| f Framing Girder | 100 | ✓ | „ „ Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem | | |
| in Uppermost Continuous 'tween Decks, Angle, [or [| ✓ | | „ „ Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area | | |
| „ Second 'tween Decks, Angle, [or [| ✓ | | „ „ Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem | | |
| „ Third „ „ „ | ✓ | | „ „ Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area | | |
| om $\frac{1}{4}$ len. for'd. to 15% len. from Stem | 100 x 75 x 10 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | | |
| peaks, Angle or F angle | 100 x 75 x 10 | ✓ | INNER BOTTOM PLATING. | | |
| and Spacing of Rivets through Frame and Shell Plating amidships | | | Breadth and thickness of Middle Line Strake | | |
| Frame Joggled | yes | ✓ | Thickness of remainder in Holds | | |
| scantlings and arrangements in the g Area in accordance with the Rules as approved? | yes | ✓ | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? | | |
| scantlings and arrangements in way Bottom Forward in accordance with Rules and/or as approved? | yes | ✓ | BEAMS. | | |
| BOTTOM. | | | Uppermost Continuous Deck, amidships in Wells, Angle, E or F | 125 x 75 x 10 | ✓ |
| Depth and thickness at mid-line in Holds | 410 x 7.5 | ✓ | „ „ in way of Bridge, Angle, E or F | 125 x 75 x 10 | ✓ |
| Height of Brackets at side above base line at toe of frame | (811) | 820 | Spacing | 600 | ✓ |
| Line Keelson, on Floors, Angle, E or F | 75 x 75 x 9 | ✓ | Raised Quarter Deck | | |
| „ „ „ Through Plate or Inter-coastal Plate | 410 x 8.5 | ✓ | Second Deck, amidships, Angle, E or F | 125 x 75 x 10 | ✓ |
| „ „ „ Foundation Plate on Floors | 600 x 8.5 | ✓ | Spacing | 600 | ✓ |
| „ „ „ Flat Plate Keel Angles | welded direct | ✓ | Third Deck, amidships, Angle, [or [| | |
| Side Keelsons, No. each side | One | ✓ | Spacing | | |
| „ „ thickness of Intercoastal Plate | 7 flanged 75 | ✓ | Fourth Deck, amidships, Angle, [or [| | |
| „ „ Angles Foundation plate | 190 x 7 | ✓ | Spacing | | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, E or F | 100 x 75 x 10 | ✓ |
| Solid Floors, thickness and spacing | | | Spacing | 530 & 600 | ✓ |
| „ „ Are Frame and Reversed? Frame joggled? | | | Bridge Deck, Angle, E or F | 100 x 75 x 10 | ✓ |
| Bracket Floors, breadth and thickness at middle line | | | Spacing | 600 | ✓ |
| „ „ breadth and thickness at margin plate | | | Forecastle Deck, Angle, E or F | 100 x 75 x 10 | ✓ |
| | | | Spacing | 530 | ✓ |

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PILLARS AND DECKS.

| | | millimetres INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | | millimetres INCHES IN SHIP. | Any Departure Approved Plans to be Noted. |
|--|--|---|--|--|--|--------------------------------|---|
| PILLARS, No. of Rows | | Two | | Raised Quarter Deck | | 8 (10 at break) free | |
| „ in 'tween Decks, Size and Spacing | | Rows of pillars as approved | | Stringer Plate, breadth and thickness in way of Bridge | | 8 8 7 x 10 | |
| „ „ „ „ „ | | | | Thickness of Plating abreast Deck open- ings in way of Wells | | ✓ | |
| „ in Holds „ „ „ | | | | Thickness of Plating abreast Deck open- ings in way of Bridge | | 8 | |
| „ „ „ „ „ | | | | Thickness of Plating within line of openings | | 65 Oregon Pine | |
| Centre Line Bulkhead. | | | | If Sheathed, material and thickness | | | |
| Stiffeners and Spacing | | none | | Third Deck. | | | |
| Plating, thickness of | | ✓ | | Stringer Plate, breadth and thickness | | | |
| STRINGERS AND DECKS. | | | | If Plated, state thickness | | | |
| Uppermost Continuous Deck. | | | | Fourth Deck. | | | |
| Stringer Plate, breadth and thickness in Wells | | 1150 x 8 | | Stringer Plate, breadth and thickness | | | |
| „ „ „ „ in way of | | 1150 x 10 | | If Plated, state thickness | | | |
| Bridge „ „ „ | | 90 x 90 x 10 aft 75 x 75 x 9 fwd | | Boat Deck. | | | |
| „ Angle in Wells | | | | Stringer Plate, breadth and thickness | | 6, breadth varies | |
| Thickness of Plating abreast Deck openings in way of Wells | | 7 | | Plating, Sheathing, material and thickness | | 6, 45 mm Teak | |
| Thickness of Plating abreast Deck openings in way of Bridge | | 6 8 7 | | Bridge Deck. | | | |
| Thickness of Plating within line of openings in wells | | 8 | | Stringer Plate, breadth and thickness | | 800 x 7 | |
| If Sheathed, material and thickness | | 65 Oregon Pine | | Plating, Sheathing, material and thickness | | 6 8 7; 50 Teak | |
| Second Deck. | | | | Forecastle Deck. | | | |
| Stringer Plate, breadth and thickness in Wells | | | | Stringer Plate, breadth and thickness | | 7; breadth varies | |
| | | | | Plating, Sheathing, material and thickness | | 6 8 7; 50 Teak | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | |
|---|---------------------|-----------------------|-----------------------|-----------------------|--|----------------------------------|-----------------------------|---------------------------|-----------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | UPPER EDGES. State if jogged? | | BUTTS. | |
| | AMIDSHIPS. | | FORWARD | AFT. | | SINGLE OR DOUBLE. | RIVETS. Diam. Inches. | No. OF ROWS OF RIVETS. | RIVETS. Diam. Inches. |
| | Breadth. Inches. | Thickness. Inches. | Thickness. Inches. | Thickness. Inches. | | | | | |
| Flat Plate Keel | 1400 | 11 | 11 | 11 | | S | 3/4 75 | 3 | 3/4 76 |
| „ Dblg. (if any) | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ | |
| Bottom Plating, No. of Strakes | A 2 | 8.5 | 10 | 7.5 | | S | 5/8 66 | 2 | 5/8 57 |
| Bilge Plating, No. of Strakes | C 1 | 8.5 | 8 | 7.5 | | S | 5/8 66 | 2 | 5/8 57 |
| Side Plating, No. of Strakes | F 1 | 8 * | ✓ | 7.5 | * 10 at break | S | 5/8 66 | 2 | 5/8 57 |
| Side Plating, No. of Strakes | F 1 | 8 * | ✓ | 7.5 | * 10 at break | S | 5/8 66 | 2 | 5/8 57 |
| Upper Deck, Sheer- strake in Wells | E 1250 | 9 * | 7.5 | 7.5 | * 12 at RAD break | S D | 5/8 66 | 3 | 3/4 76 |
| Upper Deck, Sheer- strake in Bridge | E 1250 | 9 * | ✓ | ✓ | * 12 at bridge ends | D D | 5/8 66 | 3 | 3/4 76 |
| Strake below Sheer- strake in Wells | D | 8 | 7.5 | 7.5 | | S | 5/8 66 | 2 | 5/8 57 |
| Strake below Sheer- strake in Bridge | D | 8 | ✓ | ✓ | | S | 5/8 66 | 2 | 5/8 57 |
| Poop side Plating | | ✓ | ✓ | 6 * | * 10 at break | S | 5/8 66 | 1 | 5/8 57 |
| Bridge Side Plating | F 6 | 8 | ✓ | ✓ | | S | 5/8 66 | 2 | 5/8 57 |
| Forecastle Side Plating | | ✓ | 6 | ✓ | | S | 5/8 66 | 2 | 5/8 57 |

WATERTIGHT BULKHEADS.

| Total No. of W.T. BULKHEADS in Vessel— | | | | | |
|--|-----------------------|-------------------|-------------|----------------------|-------------|
| Extending to Upper Deck (Sec. 3c) | 3 | ④ | 3 in record | | |
| Deck next below | ✓ | | | | |
| As per Rule | 3 | | | | |
| | Plating Thickness. | STIFFENERS. | | | |
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper 'tween decks | ✓ | | | | |
| „ „ Second „ | ✓ | | | | |
| „ „ Third „ | ✓ | | | | |
| „ „ Holds f. 22 | 7-9 | 100 x 75 x 10 10A | 480 | ✓ | ✓ |
| „ „ (in Hold) f. 66 | 7.5 & 9 | 125 x 75 x 10 10A | 480 | ✓ | ✓ |
| COLLISION „ | | do. | 432 | chain locker flat | ✓ |
| AFTER PEAK „ | | 9, 8, 7.5 | do. | 525 | O.T. flat ✓ |

FORGINGS AND CASTINGS.

| | Castings or Forgings. | Scantlings. | Maker's Name. | Any Departure from Plan |
|---------------------------------------|--------------------------|---------------------|--------------------|----------------------------------|
| KEEL, Bar | none | | | |
| STEM | Forging | As per plan | Shino Sangyo KK | |
| STERN FRAME | Propeller Post Rudder | Casting do. | do. | |
| Speed of Vessel | 11 knots | | | |
| RUDDER—Type | Spade | | | |
| „ A x D | Area | 2.25 m ² | | |
| „ Diam. of head | Forging 166 | | Shino Sangyo KK | |
| „ Mainpiece at top pintle | | | | |
| „ „ heel | 80 | | | |
| „ how constructed | welded | | | |
| „ double or single plate | Double 9 mm | | | |
| „ coupling, vertical or horizontal | none | | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Tsurumi Steel Works; Kawasaki Steel Works; Nippon Tube Co.; Yawaka Steel Works.*

Has the Steel been tested as required by the Rules? *Yes.*

CHAIN CABLES.

HAWSERS AND WARPS.

Gear, Type (Power or hand) Hand driven / Alternative Means of Steering Tackle & wire /
 Chains (Size and Test) none / Windlass Electric 15 HP. / Beats Two 6-21 m lifeboats each 22 persons.

(Upper Deck) riveted steel coamings adequately supported. Thickness of Hatches 65 mm.

7s No. 1 (Fwd) 5330 x 3400 No. 2 5400 x 3400 No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

| | | | | | | |
|-----------|---|---|---|---|---|---|
| ing Beams | 3 | 3 | ✓ | ✓ | ✓ | ✓ |
| After | | | | | | |

Builder's Signature H. Yamura
General Manager of
Nanai Shipyard and Engine Works,
East Japan Heavy Industries, Ltd.

RATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. motorship
the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should
together with the flash point (where required to be inserted in the Notation).

been built under Special Survey in conformity with the Society's Rules and Regulations
etory's letters. The scantlings and arrangements of the ship are as given in the report
and amended on the approved plans now forwarded. All modifications or addition
al approved arrangements made during construction have been indicated on the
have been approved as being in accordance with, or by standards equivalent to,
irements. The plans of Midship Section and Profile and Decks showing the
lt, now forwarded herewith, have been checked with the approved arrange-
found in order. Fuel oil is carried in deep tanks abaft the engine room.
als and workmanship are good. The peak and deep tanks have been
sted and the bulkheads, decks and watertight doors have tested in
dance with the Rules. The freeboards have been verified and the works cut in
vessel's sides. The steering gear and windlass has been tested under working
lives and found satisfactory.

amount of Entry Fee (£ 232-10-0) Fees applied for,
 Charged £ 232,500.- 19
 Special Survey Fee £ : : Received by me,
 Travelling Expenses, if any (£ 15-0-0) 19
 Charged £ 15,000.-
 Whether the Vessel has been built under Special Survey Yes.
 in triplicate
 to be sent to Yka.
 Date of issue 12/6/52

(Special notations, where part of class, to be stated.)
 I am of opinion the Vessel should be Classed *** 100 A1 "for Service in the Gulf of Thailand"**
 Signature *(Signature)* **K. Naishby.**
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Character assigned

TUES. 13 MAY 1952

+100A1 "For Service in the Gulf of Thailand"

8.51 Yrs.

Lloyd's A+C.P.

+LMC 10.51 Oil Eng. Subject © 2020

04252

White Yks (h).
note for SRL

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded at the Plans should be embodied).

Sister Vessel : "CHANTABOON" Report No. Yka. 596

Attached are forging & Casting Certificates for Sternframe, Rudder mainpiece Stem bar, Shaft Brackets, Rudder stock tube, & stern tube.

The following drawings are sent herewith :-

AS APPROVED

- 1 Midship Section
- 2 Profile & Decks
- 3 Shell Expansion
- 12 Upper & RO Decks
- 4 Single Bottom
- 11 Painting Arrangement
- 9 Stern Construction
- 10 Bulkheads
- 14 Bridge Construction
- 13 Forecastle Deck
- 15 Boat deck & Casings
- 6 Stem
- 8 Rudder
- 7 Rudder Stock Tube & Shaft Bracket.

AS FITTED

- 1 Midship Section
- 2 Profile & Decks
- 3 General Arrangement
- 4 Shell Expansion
- 5 Rudder
- 6 Rudder Stock Tube
- 7 Sternframe
- 8 Shaft Bracket
- 9 Fashion Plate & Stem
- 10 Centre Gydes in Engine Room.
- 11 Hydrostatic Curves.

Not used by 26

Last date on slipway (undocking) 26/8/51

PARTICULARS OF ELECTRIC WELDING (if employed) Floors to shell in hold; side keelson to floors shell in hold; horizontal butts of bulkhead plating; bulkhead stiffener plating; plating & stiffeners of fore & aft bridge front.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

pt. Elec. welded; Cruiser stern; Lloyd's A & C P; FK; 3BH;

RADAR Equipment (State if fitted none fitted)

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

| | | | | |
|-----------|--------|---------------------|---------|------|
| 1st Bower | Y 1625 | 5 cwt 3 qrs 10 lbs | 28/4/51 | K.N. |
| 2nd " | Y 1626 | 5 cwt 3 qrs 21 lbs. | 28/4/51 | K.N. |
| 3rd " | ✓ | | | |
| Stream | Y 1627 | 3 cwt 0 qrs 6 lbs. | 28/4/51 | K.N. |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19.5 ft., R.Q.D. 41.0 ft., Bridge 23.6 ft., Forecastle 21 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. Not yet assigned Signal Letters HSHH

No. and Material of Decks One; Steel.

Extreme Breadth over Belting no belting Over all Length 15 ft. (Circ. 1611) (Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition none

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted
Double bottom, aft,
Double bottom, under Engines and Boilers,
Double bottom, if under Engines only,
Double bottom, if under Boilers only,
Double bottom, forward,
Total length (if continuous) and Capacity

Length. Water Capacity.
Feet. Tons.



Where Fitted.

Fore peak tank, W.B.
After peak tanks f. 9 to stern W.B.
Deep tank, aft, fuel oil f. 6 to f. 9
Deep tank, forward, f. 63-66 pps fresh W.
Other tanks, if fitted,

Length. Water Capacity.
Feet. Tons.

✓ 2.2
✓ 2.2
5.2
5.2
26

(If necessary furnish further information by sketch)

Order for Special Survey No.

Date

Dates of Surveys held while building

| | |
|-----|--|
| KN | 21 st 22 nd & 23 rd July, 8 th 9 th 10 th 21 st & 22 nd August, 23 rd 24 th 25 th 26 th 27 th 28 th & 29 th October |
| PWM | OCT: 17 th 18 th 19 th . SEPT 14 th 15 th 16 th . |
| RI | 27 th JAN 20 th MAR 10 th AUG. 1951 |
| TFN | 11 th & 12 th June; 1 st & 2 nd July 1951 |
| RT | 2 nd 10 th 11 th 12 th 13 th 14 th 15 th 16 th Sept. 1951 |

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