

3m.10.47.

X Deutsche Werft. Hamburg.

Yard No. 235.

F.E.

Received by Chief Ship Surveyor  
GB

Received from Chief Ship Surveyor

VESSELS NAME T.S. Motor Tanker "IRLAND"

REPORT

Ham.

No. 1437

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, 24/5/92.)

1st Long. No. 16913

Depth "d"

2nd Long. No. 50078

Proportions =  $\frac{L}{D}$  14.49

Framing As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~EL00A1~~ "Carrying Petroleum in Bulk."

1 Dk 2nd Dk clear of cargo tanks "Longitudinal framing at bottom & at deck in centre tanks" "pt Elec. welded"  
Cell DB 96' pt O.F; pt F.W; Dta O.F; Dtf O.F; FPT 138t, APT 95t.  
FK, 17BH, pt Cem, Lloyd's A & CP  
P 120' B 31' F 56'

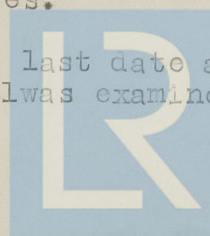
Mchy Aft  
O.L. 522'  
ESD  
Radar  
"of"

2 1/4"



It is further submitted the Surveyors be requested to confirm that the General Declaration as set forth in the Instructions to Surveyors, Part 2a 1950 is applicable in this case, and they should conform to this in all future similar cases.

They should also furnish the last date and port of drydocking in view of their statement that the vessel was examined in dry dock.



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'I R L A N D'

The scantlings of the uppermost continuous deck plating abreast deck openings in way of bridge and within line of openings should be furnished, and the number of bulkheads as reported confirmed, as from the plans in this Office this appears to be 17.

Also they should confirm that the windlass, steering gear and pumping arrangements have been satisfactorily tested under working conditions.

They should also confirm their statement that the vessel is eligible for the Notation "Strengthened for Navigation in Ice", as this does not appear in any endorsements or on any approved or "as fitted" plans. X

*Dr. G. H. W. 18-12-51*

*E. H. D.*

13.8.51.



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