

"LANSDOWNE PARK"

Mtl.Rpt.No.5893

The Surveyors should be informed it is concluded the spacing of the rivets in the treble riveted butt laps of the strake below the sheerstrake in the wells is $3\frac{1}{8}$ " as required by the Rules and not $3\frac{1}{2}$ " as reported, that a horizontal girder has been fitted to the after peak bulkhead and that the material used in the construction has been tested as required by the Rules, but they should state if this is so.

They should be requested to state to which part of the main structure electric welding has been applied and to furnish the dropped weights of the anchor heads and shanks separately.

They should be referred to Circulars 1284 and 1551 and informed it appears from the plans that the length of the double bottom for record in the Register Book is 270' with a total capacity of 633 tons S.W. and that the lengths of the bridge and forecastle for record purposes should be 78' and 34' respectively, but this should be confirmed. It should also be pointed out that the capacity of the tank under the engine (No.4) should be included, while that of the dry tank under the boilers (No.3) should not be included in the total water ballast capacity of the double bottom.

J.C.D.
16.9.43 *EST/16*

Close out 7/9/43



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0175 2/2

1m.7.42. Geo.T.Davie & Sons Ltd. Lauzon P.Q.

Yard No. 11.

F.E.

Sister vessel to "ROCKWOOD PARK", "DARTMOUTH PARK" & "VICTORIA PARK".

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "LANSDOWNE PARK" REPORT Mtl. No. 5893

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. 7595

Depth "d" -

2nd Long. No. 21957

Proportions = $\frac{L \text{ to Upper dk. } 12.65}{D \text{ to Bridge dk. } 9.25}$

Framing Bulb angle frames as approved

Sheerstrake As approved

The stockless stream anchor is somewhat deficient in weight, this having been ordered incorrectly for a number of vessels of the same design, but the contract for future vessels has been amended. By interpolation it is found, however, that the deficiency is not excessive and the Owner's request for the acceptance of these anchors merits the Committee's approval. (See Mtl cablegram attached).

X SEE SPECIAL CORRESPONDENCE ETC. RE ANCHORS. X

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 **+100A1**

1 Dk
Cell DB 270' 633t, FPT 59t, APT 109t
FK, 5BH, pt. Asp.
P 33' B 82' F 34'
O.L. 328.0' $\frac{1.00}{16.2.44}$
u

Posted 18/11/44 17.2.44

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules and the two bower anchors and stream anchor on board submitted to the Statutory Test when the present state of emergency has passed.

Insert in S.R.L:

(A bower anchor and 45 fathoms of chain cable to be supplied and two bower anchors and stream anchor on board to be submitted to Statutory Test).

Italo JWB

P.T.O.



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