

Gulf Shipbuilding Corporation, Chickasaw, Ala.

Yard No. 4

C2-S-E1 Type

15 FEB 1943

Chief Surveyors.....

Received from Chief Surveyors.....

L'S NAME "RAPHAEL SEMMES" Report Mobile No. 1942

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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.)

of Survey First Entry When due

This is a sister vessel to the "FAIRPORT", FAIRISLE" & "FAIRLAND"

The scantlings have been approved in the NEW YORK OFFICE. The tonnage opening has been closed. (See copy of N.Yk.letter 30.11.42 attached).

The freeboard assigned by the American Bureau is the same as for the sister vessels and corresponds to a draught of 27' 4" i.e. about 5" less than that for a C.S.S. vessel (see endorsement with freeboard papers for the "FAIRPORT").

100A1 "With freeboard" "Carrying oil FP above 150° F" in MT

"Fitted for oil fuel 11.42 FP above 150° F.

2 Dks, 3rd dk fwd of mchy. space. "Elec. welded". Cell DB 315' 1603t, MT 33' 949t, tanks in way of tunnel 321t, FPT 143t, APT 183t

FK, 7BH (Coll to W dk, 6 to 2nd dk) pt. cen. 6 divisional W.T. BHs. in upper tween decks

O.L. 468.5' d 1 2 1/4"

Posted steel 1m/4 9.4.43

The Surveyors should be informed it is concluded the thicknesses of the deck plating, abreast the openings, are as approved.

They should be requested to state whether the tonnage openings in the Shelter 'tween deck bulkheads have been permanently closed and whether they are correctly reporting 7 W.T. Bulkheads extending to the Shelter deck.

They should be referred to Circular 1284 and requested to state the correct lengths and capacities of the double bottom tanks and the deep tanks in way of the tunnel respectively. It appears that the double bottom tanks are at the after end of No.4 hold. They should also state whether the deep tanks in way of the tunnel are intended for oil fuel to be used as bunkers or to be carried as cargo, as in the latter case a suitable notation "Carrying oil FP above 150° F." will be inserted in the Register Book.

The tests of the bower anchors, as reported, are erroneous and the correct tests should be stated.

S.B.N.Yk. 19-2-43.

