

# Lloyd's Register of Shipping.

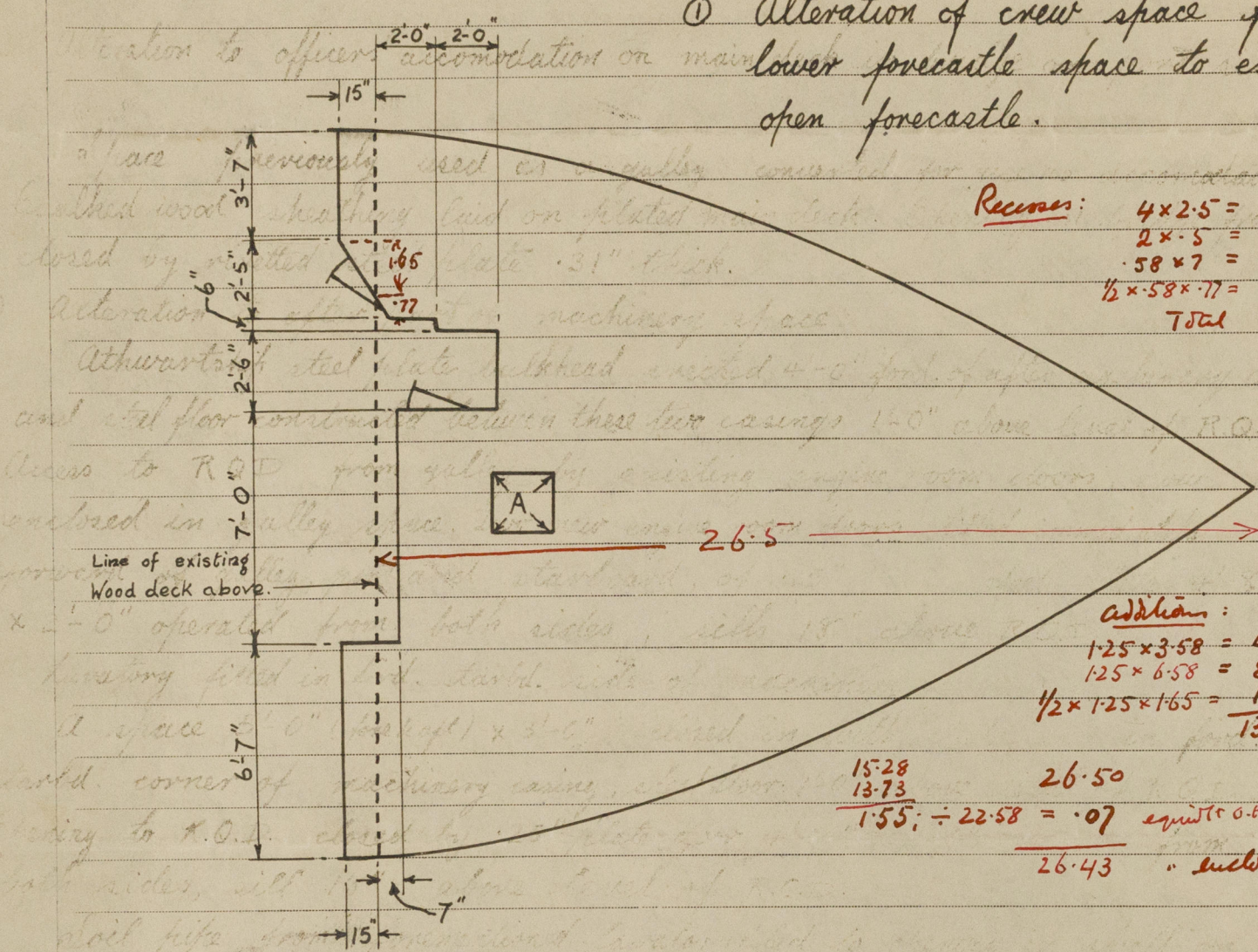
25 FEB 1943

Ship's Name BALMARINO.

Official No. 108628.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in .....

① Alteration of crew space from lower forecastle space to existing open forecastle.



Recesses:  
 $4 \times 2.5 = 10.00$   
 $2 \times 5 = 1.00$   
 $.58 \times 7 = 4.06$   
 $\frac{1}{2} \times .58 \times 17 = .22$   
Total 15.28

Additions:  
 $1.25 \times 3.58 = 4.48$   
 $1.25 \times 6.58 = 8.22$   
 $\frac{1}{2} \times 1.25 \times 1.65 = 1.03$   
13.73

$\frac{15.28}{13.73} = 1.11$   
 $26.50 \times 1.11 = 29.41$   
 $29.41 - 1.55 = 27.86$   
 $27.86 \div 22.58 = 1.23$   
26.43 " enclosed."

The existing companionway in forepeak space dispensed with and opening in upper deck plated over.

Steel bulkhead erected across existing open forecastle (see above sketch) coaming and plating 25", stiffeners 2½" x 2½" x 26" spaced 30" apart, openings 4'-4" x 2'-0" closed by steel door operated from both sides, one at 4'-3" x 2'-0" closed by solid wood door 1½" thick operated from both sides, height of sills 18", height of casing 7'-0".

Four of the existing sidelights in the lower forecastle space dispensed with and openings in shell permanently closed with rivetted steel plates. Additional sidelights with hinged deadlights fitted in forecastle.

Additional ventilators fitted in forecastle deck leading to new accommodation below, coamings 36" high to Rule thickness, wood plugs and canvas covers provided.

Forepeak tank air pipe extended aft of forecastle bulkhead 18" above main deck on port side, canvas cover provided.

A 2'-0" x 2'-0" flush hatch, (marked "A") provided with hinged wood cover 2½" thick, fitted in the upper deck, leading to the space below, now converted to a store space, and the new chain locker, strongly constructed of wood, fitted in this space.

The sills of the side scuttles in the lower forecastle space are 2'-6" below level of main deck at side.



- (2) Alteration to officers' accommodation on main deck in bridge on port side.

Space previously used as a galley converted for use as accommodation. Bulkhead wood sheathing laid on plated main deck. Opening in bridge front closed by rivetted steel plate .31" thick.

- (3) Alteration to after part of machinery space.

Athwartship steel plate bulkhead erected 4'-0" fwd. of after machinery casing and steel floor constructed between these two casings 1'-0" above level of R.Q.D. Access to R.Q.D. from galley by existing engine room doors, now enclosed in galley space. Two new engine room doors fitted immediately forward of galley, port and starboard, of .25" thick steel plate 4'-8" x 2'-0" operated from both sides, sills 18" above R.Q.D.

- (4) Lavatory fitted in fwd. starbd. side of machinery casing.

A space 5'-0" (fore & aft) x 3'-0" closed in with steel plate in fwd. starbd. corner of machinery casing, steel floor 1'-0" above level of R.Q.D. Opening to R.Q.D. closed by .25" plate door 4'-8" x 2'-0" operated from both sides, sill 18" above level of R.Q.D.

- (5) Soil pipe from forementioned lavatory led to opening in shell on starbd. side, 3rd strake below R.Q.D. sheer, 1'-0" below upper landing, and fitted with 3 1/2" dia. sanitary valve of approved type.

A copy of the above memorandum will be placed on board the vessel on completion of the alterations. The Freeboard Renewal Survey is being held at this time.

E. Griever.