

U.S. "PAGUARE" ex "EMPIRE MOWDDACH" 2x "PONTOS"

Le Dimensions:- 367.1' x 44.6' x 28.71 to Upper Deck.
21.39 to 2nd Deck.

Scantling Nos:- L X D = 10520 L (B + D) = 26900

Proportions:- Length = 12.8 to Upper Deck.

Plans of Midship Section, Profile and Decks, Bulkheads, Shell Expansion, Forecastle Deck, Fore Peak Framing, Aft End Framing, Framing, Double Bottom, Rudder and Stern Frame submitted by the Owners.

This ex-German ship, for which Classification with this Society is now desired, was built in 1935 by Messrs. Bremer Vulkan Geesack and classed with the Germanischer Lloyd 100 A/4 (E) with Freeboard corresponding to a summer moulded draft of 20 feet which is $1\frac{1}{2}$ inches more than the ship would have as a standard Complete Superstructure Ship.

The ship does not have a tonnage opening.

A poop has been recently fitted and the forecastle has been lengthened, also the ship's sides have been part plated in between the upper and Boat Decks; plans have been approved for these alterations.

The scantlings as shown on the plans have been examined and found to be in accordance with or equivalent to the Society's Requirements for the class 100A- with Freeboard corresponding to a summer moulded draft of 20 feet, the draft approved previously by the Germanischer Lloyd.

The ship has five W.T. Bulkheads (whereas her length is such that six Bulkheads are required by the Society's Rules), of which the Fore Peak Bulkhead extends to the Upper Deck and the remaining four Bulkheads extend to the Second Deck only.

The ship has been under survey with a view to classification by the Hamburg Surveyors also more recently in London.

IT IS SUBMITTED the Owners be informed that the scantlings and arrangements as shown on the plans have been examined and provided the requirements of the Rules for Vessels Not Built Under Survey are complied with and the Surveyors satisfy themselves in regard to the strengthening of the bottom forward, strengthening in double bottom under the pillars, then on receipt of a satisfactory report by the Surveyors the ship could be recommended for the class 100A- with freeboard corresponding to that contemplated by the Rules for a Complete Superstructure Ship, or, if desired, with freeboard corresponding to the summer moulded draft of 20'-0" (that is $1\frac{1}{2}$ inches more than draft corresponding to a standard C.S.S. Ship) provided a special notation be made in the Register Book respecting the omission of 4 Tween Deck Bulkheads.

A notation will also require to be made in the Register Book in respect of the ship having only five instead of six Bulkheads as required by the Society's Rules.

P.T.O.

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If the Figure 1 is desired the equipment on board would require to be examined by the Society's Surveyors and found to be in accordance with the equipment required for the letter 'w' Table 53 of the Society's Rules or equivalent thereto.

J.S.D.

21st August, 1947.

W.T.

Copy to Freeboard Department.



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