

6
Harland & Wolff Ltd., Belfast.

Yard No. 1156.

5c.7.42

X REICHENFELS X

F.E.
(FBD)

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME m.v. "SAMANCO" REPORT Bel. No. 13571

13621

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.)

D to W dk 40.00' D to 2nd dk 30.75' D for scantlings 38.75' (i.e. 8' above 2nd dk).

1st Long No. 17050 Depth "d" -

2nd Long No. 44550 Proportions = $\frac{L}{D}$ 11.00

Framing As approved Sheerstrake As approved

The scantlings are suitable for a draught of 18" in excess of that corresponding to the freeboard which could be assigned as a C.S.S. vesse. See C.S.S. Dept. endorsement 2.9.43 attached.

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

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~~ "With freeboard"



The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

3 Dks

Cell DB 364' 1457t, D1a 33' 995t, FPT 60t, APT 80t

FK, 7BH (Coll to W dk, 6 to 2nd dk) 6 divisional W.T. BHs in upper 'tween decks, Lloyd's A & CP

F 42'

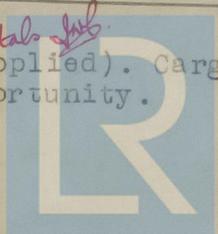
O.L. 466.3'

E.S.D.

0' 2 1/8"

The class is assigned and maintained upon the understanding that the equipment, ^{of Anchors} will be made to accord with the requirements of the Rules when the present state of emergency has passed, and that cargo battens will be fitted at the first available opportunity.

Insert in S.R.L.:- (A bower anchor to be supplied). Cargo battens to be fitted at the first opportunity.



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P.T.O.

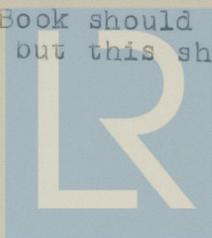
003659-003670-0060 1/2

"SAMANCO"

Rpt. Bel. No.13571.

4
The Surveyors should be informed it is concluded the third deck beams are fitted at every frame, that the thickness of the flange of the 10" channel stiffeners at bulkhead No.29 forward is .56" as approved and not .52" as reported, that the thicknesses of the plating and the spacing of the stiffeners of the after peak bulkhead are as approved, that the number of hatchway shifting beams is in accordance with the approved plan and freeboard report and not as reported and that it is the Owners intention to have ~~MINOR~~ cargo battens fitted at the first opportunity, but they should state if this is so.

4
It appears from the plans of pumping arrangement and asdic compartment that the forward end of water ballast double bottom tank No.1 is at frame 70 and that no water ballast is to be carried in the space between frame 74 forward and the collision bulkhead, where a bilge suction is indicated. It is therefore concluded the length of the double bottom (between frames 69 aft and 70 forward) for record in the Register Book should be 364' with a capacity of 1451 tons S.W., but this should be confirmed.



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8.9.43.

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