

"SAINT BERTRAND"

Owners:- The French Government.

Dimensions:- 445.83' x 56.17' x 36.71' to Upper Deck.
29.33' to Second Deck.

Scantling Numerals:- D = 37.33 LXD = 16643 L(B+D) = 41685

Proportions:- Length = 12.15 depths to Upper Deck.

Plans of Midship Section and General Arrangement submitted by the Nantes Surveyors.

This is a two deck vessel having about 98% deck areas and with a short well aft.

She was built in 1929 at Vegesack by Bremer Vulkan and classed with the Germanischer Lloyd 100A/4. When captured during the war, all the plans on board were destroyed, and the plans now submitted have been made from the ship by Chantiers de Penhoet.

The scantlings and arrangements as shown on the plans and First Entry Report have been examined and it is found that the thicknesses of the decks shown on the plan of drillings forwarded by the Le Havre Surveyor in October 1947, do not agree with those given by the Nantes Surveyor in the First Entry Report, neither do these latter thicknesses agree with those on the Midship Section prepared from the ship.

On the basis, however, of the drillings being correct and making due allowance for the age of the ship, also the fact that the Germanischer Lloyd Rules when the vessel was built were in close agreement with the Rules of this Society, it is considered the decks were originally equivalent to the Rule requirements.

The remainder of the scantlings and arrangements also are in accordance with or equivalent to the Rule requirements and such as can be recommended for the class 100A- (98% superstructure vessel).

To enable the Figure 1 to be added to the class, in addition to the equipment shown on the First Entry Report, 10 fathoms of 1-6/16" stud chain cable and 120 fathoms of 5" stream wire should be supplied.

With regard to the enquiry by the C.G.T. in respect of the additional bulkheads between the upper and superstructure decks, and the closing of the tonnage openings in the original tween deck bulkheads, stated to have been done during the war, they should be informed that the tween deck bulkheads, excepting the collision bulkhead, are not a requirement of this Society.

*Showed to 2 4/16
See letter 21/6/48*

8th June, 1948.

IS SUBMITTED the Reports Department be informed as above.

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