

ived by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME M.V. "DEMOCRAAT" REPORT Gro Nos. 162 & 163

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.)

This vessel was built in 1930 and classed with the Germanischer Lloyd.

Classification with this Society is desired by the present Owner.

Plans forwarded by the GRONINGEN Surveyor have been examined at the Rotterdam Office and the scantlings and arrangements found suitable for the class 100A- "For Coasting Service" with limits to be defined.

The limits which have now been approved at this Office are "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Services including the Azores".

For further particulars see endorsement 21.1.46 and correspondence.

The above Surveyor, in a Rpt 8 and a First Entry Report, reports the vessel placed on a slipway, the requirements of a SPECIAL SURVEY for classification complied with and the scantlings verified.

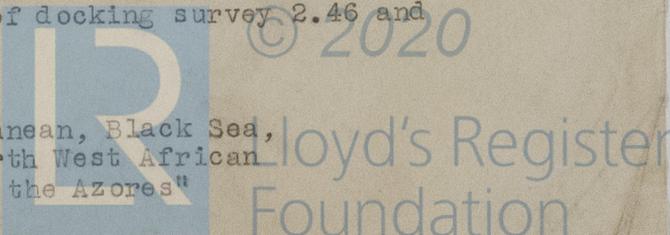
On account of damage the causes of which are unknown, indented shell plating etc. (p & s) dealt with, wood ceiling renewed and minor repairs effected.

The equipment of anchors and chain cables on board is in excess of that required by the Rules (equipment letter "b") as regards weight, length and diameter, and according to the 1939 edition of the Germanischer Lloyd Register Book it has been tested by that Society. It is therefore submitted that it be accepted for assignment of the figure "1" but that the notation "Lloyd's A & CP" be omitted.

It is further submitted the vessel is worthy to be classed 100A1 "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Services including the Azores", with record of docking survey 2.46 and the notation of S.S. No. 3-2.46.

100A1 "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Services including the Azores"

2.46 Gro
S.S. Gro No. 3-2.46



Date of build:- 1930

1 Dk
FPI 25t
FK, 3BH
Q 28'B8'
Mchy Aft
O.L. 120.0'
"b"

*Patel
Jm
28/8/46
M.A.*

The Certificate of Classification to be endorsed "Cargo bottoms not fitted" and the same notation to be written in the Register Book.

Insert in S.R.L.:

Bottom of vessel in way of hold to be examined internally annually (cement omitted).

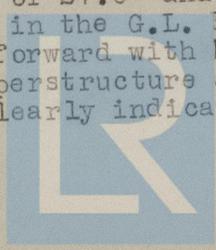
It is also submitted the Surveyor be referred to Section 32, clause 1(a) of the Rules and requested to advise the Owner that owing to the omission of cement, the bottom in way of the hold will require to be examined internally annually.

He should be requested to forward the plan showing the scantlings and arrangements of the bottom forward referred to in his First Entry Report, to state whether the fore and after peaks are being used as water ballast tanks and, if so, whether their structure is equivalent to Rule requirements for this purpose, especially as regards efficient wash plates, to furnish the capacity in tons S.W. of these tanks if suitable for water ballast and to verify the particulars reported for the stream anchor as the Statutory Test is considerably below that required by the Rules.

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17/5*

He should be informed it is concluded the diameter of the widely spaced solid hold pillars is 85 mm, as approved, and not 75 mm, as reported, but he should state if this is so.

He should further be informed it appears from the plan of profile that the frame spacing in way of the engine room and after peak is 400 mm and that accordingly the length of the poop is 35.4' and not 42.8' as reported, but this should be confined. It should be pointed out to him that a raised quarter deck of 27.6' and a bridge deck of 7.8' in length are recorded in the G.L. Register Book and he should be requested to forward with his reply a sketch showing the deck and superstructure arrangements in this vessel which are not clearly indicated on the approved plan.



Lloyd's Register
Foundation

2.5.46