

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME <sup>mn</sup> s.s. "EL MALEK FOAD" REPORT Sou. No. 19254

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.)

1st Long. No. 9436

Depth "d" -

2nd Long. No. 26286

Proportions =  $\frac{L}{D}$  12.04

Framing Bulb angle frames as approved

Sheerstrake As approved

The scantlings are suitable for a draught of 13" in excess of that which could be assigned to a Complete Superstructure Vessel.

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" "Fitted for oil fuel 12.47 FP above 150°F" 12.47 Sou.

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.

2 Dks, 3rd dk fwd of mchy space. "pt Elec. welded"  
Cell DBuE&B&f 200' 5lt, tanks in way of tunnels 13qt, FPT 28t, APT 174t.  
FK, 7BH (5 to W dk, 2 to 2nd dk), Lloyd's A & CP  
F 66'

O.L. 357.8'

E.S.D.

"W"

1 $\frac{13}{16}$ "

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

Insert in S.R.L:

(Bottom in tank under boilers to be examined internally annually (Cement omitted).)



© 2020

P.T.O....

Lloyd's Register  
Foundation



"EL MALEK FOAD"

It is submitted the Surveyors be informed it is concluded ~~to the. which appeared in report are entered in the~~ ~~works of the Administration~~, the spacing of the collision bulkhead vertical stiffeners is 24", the poop deck beams are 6" x 3 x .38 B.A's as approved, and the length of the double bottom measured in accordance with Circular No. 1284 is 200.25 feet, but they should state if this is so.

They should be requested to furnish the thickness of the centre girder, the scantlings of the margin plate gussets, the tests of the stream wire, hawsers and warps, and the overall length of the vessel, which have been omitted from their report; and supply the capacity in tons S.W. of the F.W. deep tank aft, Frs. 16 to 29, and the F.W. tank between tunnels, Frs. 36 to 48. ✓

They should also be informed it appears from the drawings that 7 bulkheads are fitted in the vessel, 5 extending to the weather deck on Frs. 16, 48, 91, 111 & 142, and 2 extending to the 2nd dk on Frs. 64 and 75, and not 7 to the weather dk and one to the 2nd dk as reported; but they should state if this is so. ✓

They should inform the Owners of the required annual examination of the bottom in the tank under boilers owing to the omission of cement. ✓

*St. J.C.D.*  
23.1.48



© 2020

Lloyd's Register  
Foundation