

MC

Im. 1047.

George Belk

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Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "RIA DE EL FERROL" REPORT Bel. No. 5220

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to 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.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) due for Classification.
(Ship over 27 years old).

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.	
	Original Thick-ness	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.			
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		
BRIDGE SHEER STRAKE	J	49	47	49	2	-	39	39	39	-	-	27	27	31	-	-	
Bridge Strake below	H	49	49	49	-	-	39	39	41	-	-	39	41	41	-	-	
SHEER STRAKE	G	49	55	45	-	4	39	43	41	-	-	39	43	31	-	8	
1st Strake below	F	49	45	43	4	6	73	75	75	-	-	39	37	35	2	4	
2nd " "	E	49	53	51	-	-	73	71	71	2	2	39	39	39	-	-	
3rd (Bilge)	D	53	51	49	2	4	73	61	67	12	16	39	37	31	2	8	
4th " "	C	53					73	59	59	14	14	39	43	39	-	-	
5th " "	B	49					39	47	43	-	-	39	41	51	-	-	
6th " "	A	49					39					39					
7th " KEEL		77					57					57					
8th " "																	
9th " "																	
10th " "																	
11th " "																	
12th " "																	

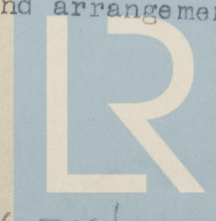
Drillings at ends to be made in the vicinity of the peak bulkheads.

This Spanish-owned ship was built in 1921 in Germany and classed with the Germanischer Lloyd.

Owners desire Classification with this Society.

Plans of scantlings and arrangements have been approved in this Office for the class 100A- "With freeboard".

The BARCELONA Surveyor reports (5.47) ship examined in dry dock, bottom coated, and the requirements of a PERIODICAL SPECIAL SURVEY (D) for CLASSIFICATION complied with, including drilling of shell plating with results as above, which are satisfactory. The requirements for "Vessels Not Built Under Survey" have also been complied with, including the verification of scantlings and arrangements and furnishing of a First Entry Report.



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"RIA DE EL FERROL"

TO COMPLETE THE CLASSIFICATION SURVEY there are a few recommended items to be dealt with - see Rpt. 8.

On account of wear and tear, repairs effected to a few shell plates (p & s), deck plating and steelwork in chain locker, bunker and D.B. tank under E & B spaces, etc.

On account of damage due to grounding, repairs effected to a few bottom shell plates, floors, etc. (p & s) in way of No.2 D.B. tank.

There are 3 bower anchors, 1 stream anchor, and 413 metres of chain cable on board, and it appears from the Germanischer Lloyd Register Book that the equipment originally supplied has been tested by that Society. The collective weight of bower anchors and weight of stream anchor are in accordance with Rule requirements. All the chain cables are worn to below minimum Rule requirements. The ropes are reported as being either to Rule requirements or equivalent thereto. For the assignment of the figure '1' therefore (the equipment letter is "r") all the chain cables require to be renewed.

The BARCELONA Surveyor later reports (3.48) repairs previously effected to 'tween deck bunker deck plates examined and found satisfactory.

It is submitted the ship's character 100A- "With freeboard" (Classification Contemplated) be inserted in the Register Book, but ACTION be DEFERRED for completion of Classification Survey (repairs).

Insert in R.B:-

100A- "With freeboard"
(Classification Contemplated).

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"RIA DE EL FERROL"

It is further submitted the Surveyor be informed it is concluded that :

the structural arrangements under the bottom forward and the number and scantlings of the bulkheads are satisfactory;

cargo battens not fitted;

it was not considered necessary to drill the bottom shell plating in place of cement;

but all this should be confirmed.

He should also be requested to reply to the query contained in our letter of 15.8.47 by stating whether the scantlings of the strong beams at hatch ends are in accordance with the Profiles & Dicks plan or the Midship Section.

WHEN the Classification Survey (repairs) is completed it is submitted the ship will be worthy to be classed 100A- "With freeboard", with record of docking 5.47 and to have the notation of 'S.S. Val. - 5.47 (Dr.)'.

100A- "With freeboard"
5.47 Val.
'S.S. Val. - 5.47 (Dr.)'

Classed 5.47

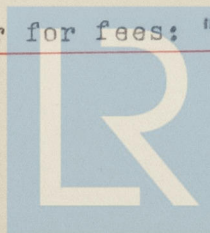
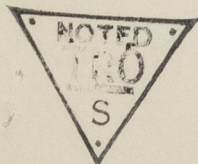
1 Dk
Cell DB 220' 456t, FPT 92t, APT 66t
FK, 4BH, Cem.
P 19', Q 77', B&F 169'
O.L. 276.8'

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

See letter from 15.9.48.

11/5/48
f.c.d.

Equipment letter for fees: "r" in red.



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