

"JOAO ALVARES FAGUNDES" built by Cia. Uniao Fabril,
Yard No.117.

Rule Dimensions:- 210 x 36.09 x 18.7

Class 100A1 Trawler with the notation "Strengthened
for navigation in Ice".

A plan of Midship Section for this trawler was dealt
with on the 6th January, 1944 and an amended Midship Section
on the 28th January, 1944.

It was stated that steel material of German supply
was to be embodied and special instructions were sent
regarding the testing of this material. In May, 1944 the
Lisbon Surveyor reported the results of check tests of
part of the material and was informed as follows:-

"FABRIL 117 SCANTLINGS ARRANGEMENTS SHOWN MIDSHIP
SECTION PROVIDE STANDARD OF STRENGTH IN EXCESS
MINIMUM REQUIREMENTS STOP PROVIDED THEREFORE
RESULTS REMAINING TESTS SECTIONAL AND PLATE
MATERIAL FOUND IN ACCORDANCE WITH THOSE FORWARDED
MATERIAL ACCEPTED"

In February, 1944 in sending a verified copy of the
approved midship section, the Surveyor stated that with
reference to the forward framing this was shown in error
as ordinary angle instead of bulb angle and ~~he~~ assumed
that the additional reverses required on the plan would
not be necessary.

He ~~it~~ ^{*informed*} was confirmed that provided the frame ^{*s*} in question
be of 7 x $3\frac{1}{2}$ x 7/16 B.A. the reversed bars indicated to
be fitted to the plain angle frames could be dispensed with.

In December, 1944 the Surveyor was informed that the
boundary bars of the oil bunkers could be single without
welding reinforcement, and that reverse bars 75 x 75 x 7.5
angles should be fitted on bulkhead alternate stiffeners
as compensation for deficiency in scantlings.

There is nothing further in the correspondence affecting
the First Entry report which is not covered by the plans.

11 office copies of plans sent
herewith, which please return

9th August, 1945.

B.C.D. 004502-004511-0183