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Received by Chief Ship Surveyor.....

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VESSEL'S NAME "3018" F.E. REPORT Nwc. No. 102953

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 Twin Screw Transport Ferry has been constructed in accordance with approved plans and Rule requirements under the supervision of the Society's Surveyors for the class SA- "For Government Service", but has not been completed.

The vessel has recently been purchased by another Owner and is to be towed to RIO DE JANEIRO.

Plans showing certain modifications have been examined at this Office and provided the vessel is completed in accordance with same and the requirements set forth in endorsement 17.2.47, she could be recommended to the Committee for the class SA- "With freeboard" "For Coasting Service between Trinidad and the River Plate", as proposed.

It is submitted action be deferred for completion of the Survey.

The F.E. Rpt. to be forwarded to the RIO DE JANEIRO Surveyor for completion.



It is further submitted the NEWCASTLE Surveyors be informed it is concluded the width of the upper deck sheerstrake is 51", that 5 x 3 x 9.03 lbs bulb angle transverse beams have been fitted at the forward end of the third deck, that the breadth of the second deck stringer plate amidships is 16½", that the spacing of the collision and after peak bulkhead stiffeners is 20" to 24½" and 20" to 24" respectively, that the flanges of the third deck transverse beams at the centre are 5" in width and that a fresh water deep tank 30 feet in length with a capacity of 214 tons S.W. has been fitted forward of frame 36.

They should be requested to state the thickness of the stern plating.

In this connection they should be referred to their letter of the 1.8.45 in reply to the same enquiries respecting the sister vessel "3017".



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