

2353.



Lloyd's Register of Shipping,

31-32, Oxford Street,

Southampton, 27th February, 1948.

RECEIVED

28 FEB 1948

AND

Dear Sir,

Reference
S."EL MALEK FOAD" Report No.19254.

In reply to your Classing Letter of the 20th instant, we have to confirm as follows:-

The collision bulkhead vertical stiffeners are spaced 24" apart.

The poop deck beams are 6" x 3 x .38 bulb angles.

The length of the D.B. Tanks measured in accordance with Circular No. 1284 is 200.25 feet between frames 53 and 142.

Aft of this space there is a cofferdam around lubricating oil tanks 11'-3 long between frames 48 and 53, this space is watertight and was tested as required by the Rules.

The thickness of the centre girder is .48 to .40. .58 in boiler room .48 in engine room.

Margin plate gussets are 18" x 18" x .36 fitted on every 3rd frames in holds.

24" x 24" .36 fitted on alternate frames in engine room and boiler room.

The test on the stream wire is 58.6 tons.

The test on the hawsers and warps is 17.7 tons.

The overall length of the vessel is 357.75 feet.

The capacity of the fresh water deep tank aft, frames 16 to 29 is 56.1 tons salt water (54.6 tons fresh water).

The capacity of the Fresh water tank between tunnels frames 36 - 48 is 83.3 tons salt water (81 tons fresh water).

It is confirmed that the bulkheads 16, 48, 91, 111 and 142 extend to weather deck, and 64 and 75 extend to main deck, and not 7 to weather and one to 2nd deck as reported.

The Owners have been notified of the requirements for Annual Survey of bottom in tank under boilers.

With reference to the Forging Report for the straight shafting we have to inform you that the marks on the forgings were verified with the Glasgow Certificates Nos. 15708 and 16433, the Certificate No. 16433 is enclosed, but certificate No. 15708 appears to have been mislaid, and we are writing to the Glasgow Office for a further copy which will be forwarded to you on receipt of same.

We are, Dear Sir,

Yours faithfully,

The Secretary,
LONDON.

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pro The Surveyors.

Lloyd's Register
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STANDARD OF CONSTRUCTION

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The collision occurred between the vessel and the pier at the time the vessel was in the process of unloading. The vessel was in the process of unloading at the time the collision occurred. The vessel was in the process of unloading at the time the collision occurred.

The test on the stream side is 30. The test on the stream side is 30. The test on the stream side is 30. The test on the stream side is 30. The test on the stream side is 30.

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For Ship Surveyors (P.E. Rids) to note. *For E. Rids to note. E.R.*
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