

Bethlehem Fairfield Shipyard Inc., Baltimore, Md.

Yard No. -

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME s.s. "BENVRACKIE"  
(ex "Samaffric")REPORT Lth. No. 21936  
Lon. No. 115704

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.)

A Survey with a view to Classification with this Society was commenced (9.47) and the temporary class 100A1 (Classification Contemplated) assigned.

For further particulars see previous endorsement.

The LEITH Surveyors, in a First Entry Report and Rpt. 8, report (10.47) the vessel placed in dry dock, the scantlings and arrangements verified and the Survey completed in accordance with Circular 1871 for the Classification of Ships of Recent Construction Not Built Under Survey.

A hinged watertight door is fitted at the entrance to the shaft tunnel.

The Rudder shelf plate, which was found fractured in way of welding, has been re-welded.

The vessel has now on board 2 bower anchors, 1 stream anchor and 225 fathoms H.T. steel chain cable, which have been tested by the American Bureau of Shipping, except 15 fathoms of cable which have been tested at Lloyd's Proving House, Netherton.

The joining link to the port bower anchor shackle was found opened and the Surveyors recommend that same be renewed or repaired.

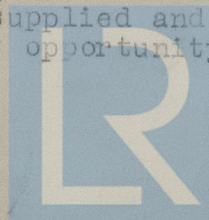
Particulars of the equipment of ropes on board have not been furnished.

The LONDON Surveyors report (10.47) the vessel afloat.

Two chain cable adaptor pieces placed on board and verified with certificate of test. One of these now takes the place of the opened joining link to the port bower anchor, as above. The adaptor pieces are intended for the purpose of detaching the anchors from the cables for mooring to buoys in the Hooghly River.

It is submitted the equipment of anchors and chain cables on board be accepted for the figure "1", subject to 45 fathoms of cables being supplied at the first opportunity and to (a bower anchor being supplied). The notation of "Lloyd's A & CP" to be omitted.

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 10.47 and the notation of S.S. - 10.47, subject to the tunnel watertight door being altered to comply with the Rules, to 45 fathoms of chain cable being supplied and to particulars of ropes on board being furnished at the first opportunity and to (a bower anchor being supplied).



Lloyd's Register  
Foundation

010478 - 010483 - 0106 1/2



"BENVRAKIE"

100A1 "Carrying oil FP above 150°F in deep tanks"

"Fitted for oil fuel FP above 150°F"

10.47 Lth

S.S. Lth - 10.47 ) subject *✓*

Classed 10.47

2 Dks "pt Elec. welded"

Cell DB 368' 1239t, DTa 20' 760t, DTsf 61' 648t, FPT 145t, APT 155t  
FK, 7BH

O.L. 441.6'

E.S.D.

Radar

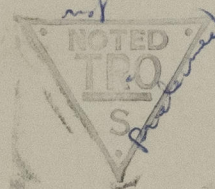
at

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

*✓ Also subject to holes being drilled in elec. welded  
butts of bilge keels at the first opportunity. See  
letter 14. 11. 47 and endorsement on same.*

LEITH  
It is also submitted the surveyors be informed it is concluded  
there are 7 watertight bulkheads extending to the upper deck in the  
vessel, that ceiling has been laid on the inner bottom under the  
hatchways, that cargo battens complying with the Rules have been fitted  
and that the notation "Carrying oil FP above 150°F in deep tanks" will  
require to be inserted in the Register Book, but they should state if  
this is so.

*See letter*  
They should be requested to state whether holes have been drilled through the electrically welded butts  
of the bilge keels, as required for "SAM" vessels.



(B)

*J.C.D.*  
9.11.47

*BM*



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