

ok.

S.S. "AMARANTE". No. 62817 in Register Book.

Rule dimensions : 469 x 58 x 34.98 to upper deck,
42.73 to bridge deck.

662

This vessel was built by the Bremer Vulcan in 1914 to the Germanischer Lloyd class. She is of the full scantling type having two complete steel decks with poop bridge and forecastle, the erections covering 50% of the length.

The scantlings and arrangements indicated on the plans were carefully examined, and there were numerous parts which, while not being exactly as required by the Rules, were considered equivalent thereto, but in view of deficiency of the topside plating it was considered that one strake of plating on the upper deck ^{from} ~~at~~ within the bridge to about the three fifths length should be doubled, and that one strake of bridge deck plating should also be doubled. The Surveyors were also instructed to see that the arrangements under the pillar feet were satisfactory.

Mr. Engledow of the Society's Bilbao Office was instructed that he should attend and survey the vessel, and writing from Lisbon, on the 26th May he emphasises the points mentioned above and suggests alternatives, when he was informed that the doubling required on the bridge deck might be fitted to any continuous strake of plating on this deck, and that if after examination of the ballast tanks internally in way of the pillar feet he was satisfied that the necessary strengthening could be obtained by double vertical angles attaching the intercostals to the floors or by other means to his satisfaction that the arrangements could be accepted.

Mr. Engledow has now forwarded a report dated Lisbon 29th May, which is called a condition survey with a view to classification, and in the report he refers to the pillar feet, and also to the arrangements of deck houses fitted on the bridge deck and suggests that as these deck houses are of some length they might be taken into consideration as contributing to the longitudinal strength necessary.

12

Lloyd's Register
Foundation
010905-010912-0216 1/2
13 APR

It is submitted Mr. Engledow and the Bilbao Surveyors be informed that the case has been reconsidered as suggested, and whether the arrangements indicated in the report can be accepted or not depends upon the efficiency of the riveted attachments in the double bottom and immediately below the pillar.

If there are no signs of shearing in the rivets through the vertical flange of the reversed bars and also in the ^{ribs in the} vertical flanges of the vertical angles ^{below} at the centre of the pillars, the arrangements might be accepted, it being understood from the sketches ^{on Rpt 1504} that double bars are fitted at these parts.

In regard to the strength of the vessel in way of the bridge deck, as already pointed out, the doubling previously indicated could be fitted to any continuous strake of the bridge deck plating.

If it is found that the difficulties in fitting this doubling to the bridge deck plating or stringer are very great then the alternative proposal to double one of the strakes of bridge side plating might be favourably recommended.

In view of the size of this vessel, and as she is entering the Society's survey for the first time, it is considered that she should be examined in dry dock by an Exclusive Officer to this Society, and Mr. Engledow should be informed accordingly and requested to arrange this matter with the Lisbon Surveyors prior to sending in the usual First Entry Report.

R. Blo. 10/6/25
C. & L. Lis.

[Signature] 8.6.25



© 2021

Lloyd's Register
Foundation
0216 2/2
13 APR 1925