

Rule dimensions : 469 x 58 x 34.98 to upper deck  
..... to lower deck

TELEGRAPHIC ADDRESS: "ENYAP" - LISBON.

TELEPHONE: 662 C.

GEORGE PAYNE  
SHIP & ENGINEER SURVEYOR

R. L. ROUTLEY GUNNER  
ASSISTANT SHIP & ENGINEER SURVEYOR

REFERENCE "H"

Dear Sir,

With reference to your letter dated 16th April last in connection with the S.S. "AMARANTE", we, i.e. Mr. Gunner and myself have to advise that a Survey has been held, the subject being the plans approved by the Committee for the above vessel. Owners' Superintendents were present and agree to amendments generally with exceptions as follow:-

- (1) Doubling bridge deck casing side strake
- (2) Continuing extra intercostals under hold pillars to shell.

In the case of item № 1 they would agree to doubling the bridge deck stringer or 1st strake below upper deck sheerstrake and we agree it would better owing to the general cutting up of all the bridge accommodation, etc otherwise. Item № 2 accepted if intercostal plates are stopped at top of vertical flange of frame bar to avoid delay in drydock.

Under the circumstances may we ask that consideration be given to the cases in point and instructions duly advised. May we ask if a 1st entry report is still required in view of plans having been approved.

I am, Dear Sir,

Yours faithfully,

*A. B. Englehardt*

For the Surveyors

Andrew Scott, Esq.,  
Secretary  
LONDON.



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JULY 12 1925

# LLOYD'S REGISTRY OF SHIPPING

REGISTRATION NUMBER  
S. 26165  
DATE OF ISSUE  
25 MAY 1925

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ROCK

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Referred to the Compt. Surveyor

GO

25 MAY 1925

Also for Mr. Maxine to note  
Also for Mr. S. A. Hill to note

GO

It is submitted for his guidance be informed by you that the doubling required by the Bridge deck may be fitted to any continuous stroke of plating on this deck also that if after internal examination of the tanks we may of pillar feet he is satisfied that the necessary strengthening could be obtained by double vertical angles attaching intercostals to floors or by other means to his satisfaction the intercostal plates need not be carried down to the shell.

GO

25 MAY 1925

RR  
3/6/25

Registers  
ROCK

Attn: Mr. Maxine, Mr. Hill  
Registers  
ROCK

With reference to your letter of the 20th May 1925, I have the pleasure to advise you that I have had the pleasure of examining the bridge deck of the ship "MAGAMA", 2,200 dwt, built 1911, at Rock, and find no need for doubling the bridge deck, provided the following conditions are observed:

- (1) Double plating should be applied on all sections of beams from end to end, and the ends of beams should be strengthened by riveting or bolting, so as to form a continuous stroke of plating on the deck.
- (2) Double plating should be applied on all sections of beams from end to end, and the ends of beams should be strengthened by riveting or bolting, so as to form a continuous stroke of plating on the deck.

The above conditions will be observed in the construction of the new bridge deck.

Yours very truly  
J. H. ROBERTSON  
Surveyor