

TELEGRAPHIC ADDRESS: "ENYAP" - LISBON.

TELEPHONE: 662 C.

GEORGE PAYNE  
SHIP & ENGINEER SURVEYOR

R. L. ROUTLEY GUNNER  
ASSISTANT SHIP & ENGINEER SURVEYOR

REFERENCE "H"

## LLOYD'S REGISTER OF SHIPPING.

LLOYD'S REGISTER  
Recd. 30 MAY 1925

7, do Caes do Tojo, 2°

And.

LISBON, 26th May, 1925

LONDON

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:-

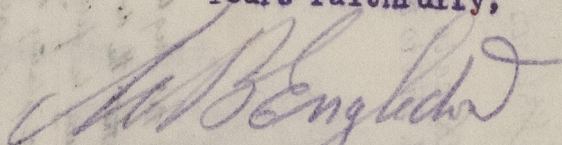
- (1) Doubling bridge deck casing side strake
- (2) Continuing extra intercostals under hold pillars to shell.

In the case of item No 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 No 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,



For the Surveyors

Andrew Scott, Esq.,

Secretary

LONDON.



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010905-010912-0222

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Referred to the Chief Surveyor

60 MAY 1925

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

It is submitted that the doubling required on the Bridge deck may be fitted to any continuous strake of plating on this deck. Also that if after internal examination of the flange in any 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 internal plates need not be carried down to the shell.

BH  
3/6/25

RODNOY

STATIONER

WATER 2392 NORTH

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