

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.
(3 plans & 12 Req. forms)

16th April 1925.

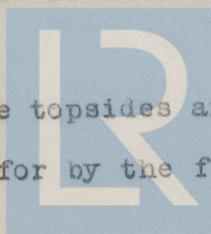
Dear Sir,

I duly received ~~Mr. Ganner's~~ letter of the 31st ultimo forwarding plans of the S.S. "AMARANTE", which is now under survey at your port with a view to classification with this Society, and I have to acquaint you that the scantlings and arrangements have been carefully examined and are found to be such as could be accepted with the exception of the following items:-

(1) The beams are considered to be equivalent to the requirements of the Rules with the exception of those of the third deck which is fitted in No.1 hold only. The beams of this deck will require to be reinforced as indicated on the plans.

(2) In connexion with the pillar and girder arrangements, on account of the overhang of the quarter pillars and hatch side coamings being 4'9" additional support will be necessary at this part, which it is considered can be most simply and adequately arranged by means of a few deep brackets as indicated on the plans.

(3) The scantlings of the topsides are deficient and will require to be compensated for by the fitting of doublings



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.64" in thickness to one strake of plating on the upper deck from within the bridge to about the three-fifths length, as shewn on the approved plans.

(4) One strake of the bridge deck plating will also require to be doubled with plating .50" in thickness as indicated.

It will also be necessary for you to satisfy yourself regarding the construction at the following parts:-

- (1) The panting arrangements, ^{and} strengthening of bottom forward.
- (2) The connections at the tank margin and the connection of the side frames to the tank side brackets.
- (3) The supports of the double bottom under the widely spaced pillars (to which you should pay most particular attention, and arrange for additional intercostals under these pillars and for plating over the manholes in the solid floors if and where necessary).
- (4) The pillaring of the vessel throughout.
- (5) You should arrange for doublings to be fitted to the corners of the openings on the upper deck, or for plating of increased thickness to be fitted, if this has not already been done.
- (6) The construction of the double bottom in way of the machinery space, the tunnel, hatchways, and the longitudinal strength at the ends of the bridge.

The plans of the hull are returned herewith, and I am directed to state that provided the Rules for ships

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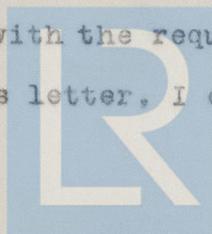
not built under survey be complied with, the additional strengthening previously mentioned be arranged to your satisfaction, and you satisfy yourself regarding the items ~~sent forth~~ above and also see that a few other minor amendments be carried out all as indicated on the approved plans, the vessel will, on receipt of a favourable report from you on completion of the survey, be eligible to be classed 100A-.

The particulars of the equipment as indicated on the plans are such as to satisfy the requirements of the Rules for the Figure 1, and this could be assigned provided you find that this equipment or its equivalent is on board, and also satisfy yourself from the certificates with regard to the manufacture and testing.

It will be necessary for you to satisfy yourself during the survey as to the suitability of the steel used in the vessel's construction.

In view of the size of this vessel, it is considered that you should be joined in the survey by an Exclusive Officer of the Society, and Mr. Engledow, the Society's Senior Surveyor at Bilbao, is accordingly being requested to place himself in touch with you and to arrange for a visit to be paid when the ship is opened up and if possible when in dry dock.

In compliance with the request contained in the postscript to Mr. Gunner's letter, I enclose 12 copies of form Req.4.



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I think it well to add that the arrangements
for draining the fore peak in this vessel are in order.

I am, Dear Sir,

Yours faithfully,

Secretary.

George Payne, Esq.,

LISBON.



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