

S.S. "AMARANTE", No. 62817 in the Society's Register Book.

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

Scantling numbers : 16414 & 43616

Proportions : Length = 13.4 depths to upper deck.  
11 depths to bridge deck.

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A letter has been received from the Lisbon Surveyors enclosing plans of midship section, profile and decks and general arrangement of this steamer, and stating that the Owners, the Sociedade Gerol do Comercio Industria e Transportes, Ltd., desire that the steamer should be classed with this Society.

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

The scantlings and arrangements as indicated on the plans have been examined and compared with the requirements of the revised Rules, and it is found that the framing is equivalent thereto, having in view the fact that the deficiency of .07" in the scantlings of the bulb angle frames abaft the three fifths length aft is compensated for by an additional watertight bulkhead being fitted aft, and the frames there derive additional support therefrom, and from the fact that a watertight flat and also stringers are fitted at the after end.

The thicknesses of the materials in the double bottom are somewhat deficient, but this is compensated for by the fact that solid floors are fitted to every frame and two side girders have been arranged instead of one as required by the revised Rules.

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 which



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require to be reinforced as indicated on the plans.

With regard to the pillar and girder arrangements, on account of the overhang of the quarter pillars and the hatchside coamings being four feet <sup>nine inches</sup>, 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.

The shell plating is equivalent to the requirements of the Rules.

The scantlings of the topsides are deficient and will require to be compensated for by the fitting of doublings .64" in thickness to one strake of plating on the upper deck from within the bridge to about the three fifths length as shown on the approved plans.

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

It is submitted that provided the Rules for the survey of ships not built under survey be complied with, the above additional strengthening be arranged to the Surveyor's satisfaction, the Surveyor satisfy ~~him~~ himself with regard to the panting arrangements, the strengthening of the bottom forward, the connections at the tank margin and the connections of the side frames to the tankside brackets, the supports of the double bottom under the widely spaced pillars ( to which the Surveyor 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), the pillaring of the vessel throughout, the Surveyor arranges 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, the Surveyor satisfy ~~him~~ himself with regard to the construction of the double bottom in way of the machinery space, the tunnel and hatchways, the longitudinal



strength at the ends of the bridge, and sees that a few other minor amendments be carried out all as indicated on the approved plans: on completion of the survey and on a favourable report being received from the Surveyor the vessel will be worthy to be favourably recommended to the Committee for the class 100A-.

The particulars of the equipment as indicated on the approved plans are such as to satisfy the requirements of the Rules for the figure 1, and this notation could be assigned provided the Surveyor finds that this equipment, or equivalent, is on board, and also satisfies himself from the certificates with regard to the manufacture and testing of this equipment.

With regard to the steel of which the vessel is built it will be observed that she has now been in service for eleven years, and the Surveyor will have ample opportunity during the survey of satisfying himself regarding its suitability for use in a classed ship.

*The arrangements for draining the fore peak are in order.*

*[Signature]*  
16.4.25

*In view of the size of the vessel, it is considered an exclusive surveyor should join the local surveyors and Mr Englebert should be advised to place himself in touch with the Linton Surveyors to arrange for a visit to be paid when the vessel is opened up & if possible when in dry dock.*

*Mr. 31/3/25  
msd. 16/4  
3 plans  
c. + l. Bbo.*

*[Signature]*



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