



LLOYD'S REGISTER OF SHIPPING

Avenida 24 de Julho, 60-2.º E.

LISBOA

Telegramas: Register

Telephone N.º 66 41 31

RECEIVED

8th February 1962

13 FEB 1962

Dear Sir,

Ans'd. 1962

Reference

Class'n (S)

Lisbon reports 9227 & 9228

"GUIMARÃES" & "CONIMBRIGA" - LISFL 30-1"

In reply to your classing letter of the 5th ult. we confirm that the frames connection to shell plating is by riveting and that the overall length is 107 ft 7 ins and not as reported.

In connection with the Reports C 11 the thickness of the fore hold hatchway at 9 mm was allowed because of the small size of the hatch and its sheltered position close to the forecastle bulkhead. The fore peak hatchway is also small and sheltered by the forecastle head flaired plating. The bearing surface for trawler hatch boards did not seem to be fixed by Rule and in view of the small hatches and use of only 2 steel banded boards in each hatch it was considered acceptable to have the bearing surface as reported. We may add that this was an alteration effected owing to the difficulties involved in securing 2 tarpaulins with wedges over the 12 inch coaming and outstanding bearing surface angles. The internal shape of the hatch was fixed at that time by the dimensions of the insulation plug.

Since entering into service the owners have complained to the builders of sea water entering the holds when fishing without either insulated plug or tarpaulins in place and these hatches on both ships have been fitted with steel covers of 5 mm plate diagonally stiffened with 1 1/2 x 3/8" toe welded bars and flanged and stiffened on edges by the packing channel. Fastening is hinged with 8 screwed toggles at 550mm pitch. These covers have been examined on both ships and found efficient.

Regarding side scuttles there are 2 on the for'd side of the deck house, one ford port, two aft port, repeated for stard side on accommodation casings and 2 port and 2 stard in the exposed engine room casing. All are 250 mm dia tempered glass of 7 mm thickness with bronze frames and deadlights. In addition the engine casing scuttles are provided externally with portable plates which can be fastened in place in case of fire in the engine room.

Ventilator coamings are all provided with wooden plugs and canvas covers.

Regarding electrical test certificates these were examined in the usual way on installation of the motors and generators. We are attempting to obtain these again but as they were supplied in singular to the builders and stated subsequently passed to the owners we are having difficulty in contacting the necessary people. Would you please confirm that you require these certificates as this is the first time

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we have been requested to forward works test sheets with reports. If we have no success in obtaining these sheets from the owners our only course is to attempt to get further sheets from the manufacturers.

Yours faithfully,

E. Hippening

for the Surveyors.

The Secretary,
LONDON



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C. H. Dunnington

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