

Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne.

Yard No. 1685.

F.E.  
(FBD.)

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME..... m.v. "PORT MACQUARIE" Rpt. Nwc. No. 101940

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

D to W dk, 41.53' D for scantlings 40.92' (i.e. 8' above 2nd dk).

1st Long. No. 18823

Depth "d" -

2nd Long. No. 47343

Proportions =  $\frac{L}{D}$  11.08

Framing As approved

Sheerstrake As approved

This is a complete superstructure vessel with scantlings suitable for a draught not exceeding that of a C.S.S. vessel.

There are 5 divisional watertight bulkheads in the Shelter 'tween decks.

Holds Nos. 1 to 4 and all lower 'tween decks have been insulated for the carriage of refrigerated cargoes.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~100A1~~ "With freeboard"

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

2 Dks & Shelter dk "Part elec. welded"  
Cell DB 390' 1505t, FPT 85t, APT 100t  
FK, 7BH (Coll to Sh dk, 6 to 2nd dk) Lloyd's A & CP  
P 39' F 44'  
O.L. 487.9'

E.S.D.

at  
23  
16 "

*The class is assigned and maintained upon the understanding that the equipment will be made of Anchors to accord with the requirements of the Rules when the present state of emergency has passed, and that cargo battens in uninsulated cargo spaces will be fitted at the first available opportunity.*

Insert in S.R.L.: (A bower anchor to be supplied) Cargo battens to be fitted in uninsulated cargo spaces at the first opportunity.



P.T.O.



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014287-014299-0353



With reference to their statement regarding the extent of the watertight bulkheads the Surveyors should be informed it appears from the plans that, in accordance with the Rules, the collision bulkhead extends watertight to the Shelter deck, but that the scantlings of the other watertight bulkheads have been assessed for a height to the second deck only. The five bulkheads in the Shelter 'tween decks above the latter are therefore divisional watertight bulkheads.

They should be requested to furnish the thickness of the poop deck plating which has been omitted from their report.

X  
J.C.D.  
17.4.44.

G.M.B.



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