

Received by Chief Ship Surveyor *1/7/10*

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl S S Luis Vives*Rpt. *Hul.*No. *22661.*

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.)

Nature of Survey *First entry* 2nd S.S. No. 3.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in 20^{th} of an inch. *F=full.*

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
	Ins.	In.	In.	Port.	Std.	Ins.	In.	In.	Port.	Std.	Ins.	In.	In.	Port.	Std.	
<i>Awng.</i> SHEER SHEER STRAKE	7	7F	7F			7	7F	7F			7	6F	6F	16	16	
Strake below.....	7	10	8F			7	7	9			7	6F	6F	16	16	
MAIN SHEER STRAKE	<i>Doubled.</i>					10	10F	9F	16		10	10	10F			
1st Strake below	11	10	11	1		9	9F	9			9	9F	9			
2nd " "	11	11F	11			9	9F	8	1		9	9F	9			
3rd " "	11	11	11			9	9	9			9	9	10			
4th " "	11	11	11			9	10	9	1		9	10	11			
5th " "	11	12	12F			9	9	10F			9	11F	11			
6th " "						9	10F	10F								
7th " "																
8th " "																
9th " "																

This vessel is stated to have been built in 1889-90 in accordance with the rules of the Society, but not under the supervision of the Society's Surveyors.

The Hull Surveyors now report that, with a view to a class being assigned, she has been submitted to all the requirements of the 2nd S.S. No. 3, and her scantlings and arrangements appear to conform generally with the requirements of the rules for vessels of her type at the time she was built, except that in view of her extreme proportions the awning deck side plating is light.

As the compensation therefore, the strake below the awning deck sheertrake has been doubled for half the vessel's length.

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amidships, and as compensation for the wasting of the framing, the following repairs have been done:- 78 additional reverse frames fitted, part of 10 reverse frames, 4 bulkhead plates, 2 stiffeners, 6 deck plates and 5 tank top plates renewed; 1 deck plate and 1 tank top plate doubled, 22 doublings fitted to floors, the keelsons in the fore hold repaired and minor repairs.

The equipment has been examined, but the test marks cannot be distinguished on the 2nd. bower anchor nor on the chain cables and stream chain, ^{but} the certificates for the chain cable were produced.

It is submitted for the favourable consideration of the Committee that the vessel appears worthy to be classed 100A "Awning deck with freeboard". The question of the figure 1 for equipment in the vessel's class is submitted for the consideration of the Committee. Record of survey 6,10 and notation of S.S.2nd.No.3-6,10 should be assigned as recommended.

100A ? 1 Awning deck with freeboard

6.10 Hul

S.S. Hul 2nd No 3. 6.10

2 2nd (N. H. - Ws) & Awning deck

N.B. DB & 2nd 900 F.P.T 396

F.R. 5 B.H. 6m.



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