

T.S.S. "MOCAMBIQUE", No.28767 in the Register Book. Owners:-  
Companhia Nacional De Navegacao.

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Rule Dimensions: 400 x 52 x 35.25 to upper dk (Shelter dk)  
Scantling Nos: 14000 and 34800?  
Proportions: Length - 11.32 depths to upper dk.  
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This vessel was built in 1908 by Messrs. A. Stephens & Sons under the supervision of the British Corporation and was classed BS\* With Freeboard corresponding to a draught of 22'-6".

A letter has now been received from the Lisbon Surveyors stating that they have been requested by the Owners to carry out a special survey with a view to the vessel being classed with this Society, and that the Owners have arranged with the Builders to forward plans of the vessel for examination. These plans 22 in number, in duplicate, have been received and the scantlings and arrangements compared with the requirements of the present Rules for the class 100A- with a freeboard corresponding to a draught not exceeding that which could be assigned as a CSS vessel, and it is found that the principal scantlings of the structure are such as could be accepted as being equivalent to the Society's standard. They are also equal to the standard of the 1919 Rules.

The construction of the detailed parts of the structure are also such as could be accepted, with the exception of the weather deck hatch coamings, hatch webs on all decks, lower deck girders in way of No.2 hatch, and the watertight bulkheads.

Reinforcement will require to be provided in respect of these items in order that they may be equivalent to the requirements of the Rules. The necessary reinforcement has been indicated on the various plans.

As the vessel was built to class with the British Corporation, it is considered that the steel will be satisfactory.

It is submitted that provided the requirements of the

Rules for vessels not built under survey be complied with, the scantlings be verified, the additional strengthening indicated on the plans be carried out to the satisfaction of the Surveyors, and the vessel be found or placed in a thoroughly good and efficient condition, she will be eligible to be classed 100A- With freeboard corresponding to a ~~ship~~ <sup>complete superstructure vessel.</sup> ~~vessel.~~

The Surveyors should specially satisfy themselves that the material of the double bottom in way of the pillars is in good condition and provides an adequate support for these members. They should also satisfy themselves that the construction of the bottom is equivalent to the Committee's practice.

If the figure "I" is desired particulars of the equipment on board should be submitted for consideration.

In order that a freeboard might be assigned the usual particulars should be forwarded on form 11c.

*J.M.*

*J.M.M.*

*87.B.*

26.8.31.

*[Signature]*

*Lib: 15.8.31  
Ans: 26th  
21 plans  
21 retained*

*Separate endorsement on machinery.*



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