

10m, 11, 20.

Wreck Bay 149

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel Q.S.S. "BERENGARIA"

Rpt.

Nwc.

75474

Sou.

No. 11229

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

Dimensions - 883.6' x 97.96 x 63.23

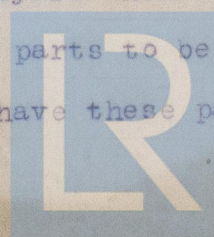
This vessel, previously known as the "IMPERATOR", was built at Hamburg in 1912 to the classification of the Germanischer Lloyd.

Reports have been received from the Newcastle and Southampton Surveyors and the scantlings, &c. approved for the class 100A1.

The vessel has been examined as far as practicable and found in good condition, and in the opinion of the Newcastle Surveyors the notation of S.S.No.3 might be assigned on completion of the examination.

The examination has been completed at Southampton except that No.2 deep (or trimming) tank has not been tested and No.2 double bottom ballast tank has neither been examined internally nor tested, the Surveyors stating that these requirements could not be carried out owing to there being a quantity of pig iron ballast in No.2 deep tank and in way of the manholes to No.2 double bottom tank.

In view of the complex character of this vessel and the complete examination held, it is not considered necessary to make the internal examination of the No.2 double bottom and the testing of this tank and the trimming tank a condition of class, as so long as the pig iron ballast is there the tank will not be used for water ballast. In discussing the matter with Mr. Peskett, the Owners' representative, he has agreed to advise the Society's Surveyors whenever the pig iron ballast is removed so as to allow these parts to be examined and tested. The Owners hope to be in a position to have these parts examined at the next dry docking.



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Arrangements have been made for burning oil fuel, and oil fuel bunkers have been constructed in accordance with the approved plan.

The bottom has been cleaned and coated and minor damage and wear and tear repairs effected.

It is submitted the vessel appears worthy to be classed 100A1 with record of survey 5,22 and notation of S.S.Nwc.No.3-4,22.

100A1 (Steel)

4 dks. (Steel uws) and Shltr dk. (Steel ws) and Shade dk (Steel ws)
5th dk. (Steel) in holds. 6th dk. in No.1 hold.

Cell D.B. 767' 6036t DTF 64' 485t, FW Tanks in way of
tunnels 17' 162t.

FPT 117t, APT 118t.

FK & BK4" 3 BH to shelter dk, 9 BH to upper dk, Cem.
Lloyd's A & C P.

B on shade deck 446' Promenade deck 478'

Date of Build - 1912

5,22 Sou.

S.S.Nwc.No.3-4,22.

M. *h* *Off*
m/b/r



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Approved.