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740(2/2) 7 of No. 1 Omm:
W783-0040 (1/2)

S.S. "VICTORIEUX", ex "ALENTEJO" ex "UCKERMARK",

No. 06764 in the Register Book.

Rule Dimensions:- 400 x 52.5 x 27.25 to Upper Deck.
x 35.0 to Shelter Deck.

Scantling Nos:- 79.75 and 31900

Proportions:- Length = 11.4 Depths to Shelter Deck.

This vessel was built by the Bremer Vulkan in 1911 and was classed 100 $\frac{A}{4}$ with Freeboard in the Germanischer Lloyd's Register Book.

The vessel is now understood to be the property of the French Government, and has received very heavy fire damage necessitating partial reconstruction above the bilges.

It is now desired that the vessel shall be classed with this Society.

Plans of part Midship Section, Bulkheads, Profile & Decks and Shell Expansion (in triplicate) have been received from Messrs. Rotterdamsche Droogdok Maatschappij, who are to carry out the repairs and classification of the vessel.

The vessel is built on the longitudinal system of construction and plans (in triplicate) of Midship Section, Profile & Decks, ~~Starboard Bulkhead~~, Peak Bulkheads, Centre Line Bulkhead and Fore End Strengthening have also been received from Mr. Isherwood.

The question of the classification and repairs have been discussed in this Office with Mr. Russell, representing the Owners.

The scantlings and arrangements as indicated on the plans received have been examined and compared with the Rule requirements and with the practice of the Committee for vessels framed on the longitudinal system, and it is

explosion during the war, sold and losses to this

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submitted that provided the Shelter Deck sheerstrake be made .90 in thickness for half length amidships, the collision bulkhead be extended to the Shelter Deck (if this has not been already done) and additionally strengthening^{ed} as indicated on the plans, ceiling be fitted on the tank top in way of the hatchways, and the tunnel be strengthened if found necessary to the satisfaction of the Surveyors, the transverse frames where renewed be as shown and amended on the plans forwarded from Rotterdam, the scantlings as shown on the plans be verified by the Surveyor and found correct, the repairs be carried out to the satisfaction of the Surveyors, having in view the nature of the damage sustained by fire, and on a favourable report being received from them on completion the vessel will be worthy to be favourably recommended to the Committee for the class 100A- "Shelter Deck", subject to the freeboards to be assigned by the Committee, the same to be marked on the vessel's sides, inserted in the certificate of classification and recorded in the Register Book, and with the special notation "Longitudinal Framing".

The Surveyors should report to this Office with regard to the equipment at present on board the vessel if the figure 1 is desired.

One complete set of the plans should be forwarded to the Rotterdam Surveyors, for their information and guidance in dealing with the case, another set should be forwarded to the Rotterdamsche Droogdok Maats. for their use and for the use of Mr. Russell, representing the Owners, and the third set should be retained in this Office for reference.

27/8/19

1/9/19

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J.S.

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A copy of the Committee's requirements for cases of vessels damaged by fire should be forwarded for the information and guidance of the Surveyors.

