

F.E.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP'S NAME

*Alt. J. J. Simcha*

Rpt.

*Van*

No.

*3485*

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.)

Transverse No.

*94.54*

Depth "d"

*17' 10 1/2"*

Framing: Table No.

*2 page 4*

Description

*As approved.*

Longitudinal No.

*45599*

Proportions

Length =

*11.98*

Depth =

*Bridge Deck Sheerstrake .04 less than required but compensated by bulb angle frames to give equivalent strength.*

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  $\pm 100A-1$ . (Steel) as recommended.

$\pm 100A-1$ . (Steel)

*2<sup>nd</sup> (Stb) Lower Deck in No. 1 & 4 holds, 'Well deck'*  
*WB. hull 213a 163 u 1386 F178 1946t FPT 1206*  
*FK. QBH Gen. Lloyd A+60 P+3876 F81*

P.T.O.



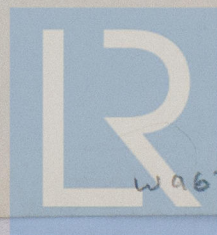
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The Surveyor should be informed that it is concluded that the stiffeners and Nos. 32 & 199 bulkheads are  $10\frac{1}{2}$   $3\frac{1}{2}$  .6 and not  $10$   $3\frac{1}{2}$  .6 as reported by them. They should state if this is ~~this~~<sup>so</sup>, and at the same time state the spacing of the stiffeners on the bulkheads <sup>other than the collision,</sup> and also the diameter and spacing of the rivets in the butts of the shell plating, also whether the bulkheads are fitted with single or double angle frames.

*MR* *R/S*  
7. 7. 13



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