

Received by Chief Ship Surveyor 3. 7. 02

Received from Chief Ship Surveyor

Steel  
VESSEL'S NAME 5 Masted Ship "Preussen"

Report John No. 839

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

1<sup>st</sup> entry.

It is submitted that before this case receives the consideration of the Committee the Surveyor should be informed that it is concluded that the  $3\frac{1}{2}$ " flange of the frames is  $13.38/20$ " thick, and that the sheerstrake of erections is  $7.87/20$ " thick as on approved sketch of midship section, but ~~he~~ should state if this is so. He should be informed that it is not understood what is meant by floors in double bottom being  $39\ 3/8" \times 9.9/20"$ , and he should explain the same. He should also state whether the C strake of plating is  $13/20$ " thick as on midship section or  $14/20$ " as on report. He should forward the breaking test for the stream wire hawser, <sup>65 tons</sup> and for the towline, <sup>65 tons</sup> also the proof and breaking test for the extra 75 fathoms of  $1\ 3/8"$  chain. The Moulded depth does not appear to be correct in view of the depth of hold, depth of floors, and round of beam, and he should state what the moulded depth should be.

To Rhr 3.7.02

J. H. T.  
3/7/02.

*C. H. J.*



© 2018

Lloyd's Register  
Foundation