

F.E.

12.46.

Issued by Chief Ship Surveyor

Received from Chief Ship Surveyor

SSELS NAME "BATAVIER" REPORT Gro. No. 218a
219a

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.)

D to Shelter deck 15.25', D to 2nd dk 8.7', D for scantlings 16.2' (i.e. 7.5'
1st Long. No. 2960 Depth "d" - above 2nd dk.)
2nd Long. No. 8056 Proportions = $\frac{L}{D}$ 11.98
Framing Bulb angles as approved Sheerstrake 'As approved

This is a complete superstructure vessel with tonnage opening and the scantlings are in accordance with the Rule requirements for this type.

The construction of this vessel was commenced in 1939, launched 1940, and in 1941, when building was practically completed, she was taken over by the Germans and put in commission as a buoying ship. In January 1946 she was handed back to her original owner.

For further particulars regarding this case see endorsement dated 11.7.39 and correspondence.

The above Surveyors in Report 8, report (8.47) the vessel placed on slipway and the requirements of PERIODICAL SPECIAL SURVEY (C) complied with.

Due to damage, cause not stated, extensive renewals effected to stem, bottom and side shell plating (p & s) etc., deck plating, hatch beams etc.

The inner bottom plating has been increased in thickness under the hatchways in lieu of ceiling, but ceiling has been fitted.

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 LOCAL "With freeboard" and to have record of docking survey 8.47 together with notation of S.S. Gro.-8,47.

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

Built. 6 - 1941.

1 Dk & Shelter deck.

Cell DBf 114' 131t, DTf 4' 16t, FPT 59t, APT 16t.

FK, 3BH (2 to Shelter dk, 1 to 2nd dk), Lloyd's A & CP.

Mchy Aft.

O.L. 190.0'

"1"

It is further submitted the Surveyors be requested to confirm that channel struts are fitted to the bracket floors and the thickness of the centre line bulkhead stiffeners is 9 and not 8 mm as reported.