

Received by Chief Ship Surveyor.....

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VESSEL'S NAME m.s. "NAVITAS" Rpt. Cpn. No. 11527

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.)

1st Long. No. 537 (Metric)Depth "d" 5.82 Metres2nd Long. No. 1583 (Metric)Proportions =  $\frac{L}{D}$   $\frac{\text{Upper Deck}}{\text{R.Q.D.}}$   $\frac{12.14}{10.16}$ Framing Bulb angles as approvedSheerstrake As approved.

This ship, launched in May 1942 and completed in March 1943, was built during the war under the supervision of the Society's Surveyors in Copenhagen.

The greater part of the steel used in the construction was made in Sweden and tested by the Society's Surveyors. About 20% was taken from other sources but is stated to be made by the Open Hearth process and tested partly by Lloyd's Register and by the Norske Veritas. Check tests were not considered necessary. See endorsement 20.9.45 and correspondence attached.

The anchors were made in Germany and tested by a former Surveyor to this Society.

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 100A1 "Strengthened for navigation in ice"

Date of build; 1943-3mo.

1 Dk "Part elec. welded"

Cell DB 225' 511t, deck tank amidships 32' 160t FPT 99t APT 42t

FK 4 BH, Cem.,

Q 84' B 32' F 31'

Mchy Aft

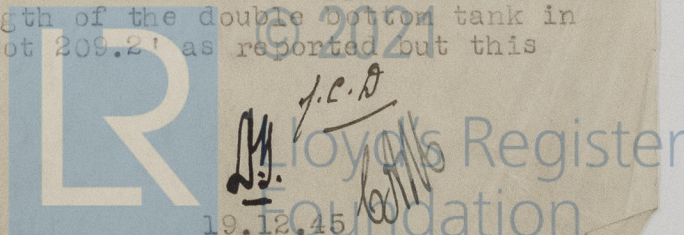
O.L. 283.3'

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The Certificate of Classification to be endorsed "Cargo battens not fitted" and the same notation to be entered in the Register Book.

It is further submitted the Surveyors be informed it is concluded the applicable requirements of Section 40 of the Rules regarding Strengthening for Ice Navigation have been complied with.

It is also submitted the Surveyors be informed it appears from the plan of Profile "as built" that the length of the double bottom tank in accordance with Circular 1824 is 225' and not 209.2' as reported but this should be confirmed.



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