

This vessel, which was launched by the Vulkanwerke at Stettin in 1913, was reported upon by the Society's special representatives in Germany last year, and the scantlings indicated on the plans were subsequently examined in this Office, and the opinion expressed was concurred in, namely:- that provided the requirements of Section 48 of the Rules for vessels not built under survey be complied with, and a favourable report be received from the Society's Surveyors on the completion of the survey, the vessel could be recommended for the class 100A- "With Freeboard".

The equipment indicated on the plans is deficient in regard to hawsers, and in order to entitle the vessel to the Figure 1 it will be necessary for 135 metres of 137 m/m steel wire, and four 220metre lengths of 230 m/m hemp hawser to be produced. It is thought this may have been furnished in addition to the equipment marked on the plans, but the same will require to be checked by the local Surveyor.

It is submitted the Owners be informed accordingly, and also that it is noted from the information obtained by Mr. Mayne at his interview with their representative on the 17th August, that it is intended to convert the vessel at Hamburg for burning oil fuel. Plans in regard to this have been under consideration in this Office on information received from the Humber Graving Dock, but as the vessel is now proceeding to Hamburg, it is presumed that it will be unnecessary to proceed with the Grimsby proposal.

Mr. Martin should be further informed that as the vessel is practically new, it is not considered necessary that the full requirements of the Society's Rules in regard to drilling need be complied with, but this must to a large

extent be left to the discretion of the local Surveyors, in order that they may satisfy themselves that the scantlings of the ship as built correspond with the plans approved. The opening up necessary to enable this to be done will be the minimum.

With regard to the proposal to adapt the boilers for burning oil fuel, the Owners will understand from the foregoing that the question has already been gone into closely in this Office, and in order that no delay might take place in the conversion of the vessel, it is thought that if Messrs. Biles could make it convenient to call at this Office with their plans the matter could be greatly expedited, as the question of the reinforcing necessary for the oil tanks could then be mutually arranged, so that when the vessel arrives at Hamburg no delay will be incurred.

On receipt of further information from the Owners or Messrs. Biles, the necessary instructions will be prepared for the Hamburg Surveyors.

Lt Owners -
written bys Dept. 18/8/21.

BH
18.8.21

See Endorsement dated 6/8/21 regarding the Machinery.

18.8.21.

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