

fles paid

1m,9,37.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel Single Sc.ELSA ESSBERGER" Rpt. Ham. No. 22914

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. Metric 1133 Depth "d" 7.265 Metres

2nd Long. No. 3659 Proportions= $\frac{L}{D}$ 16.29

Framing Bulb angle frames as approved Sheerstrake As approved

This vessel has also been built to the Germanischer Lloyd Class $\nabla 100A [E]$, and strengthened for navigation in ice, but, it is stated, the notation "Strengthened for Navigation in Ice" is not required by the Owners.

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 $\nabla 100A1$

1 Dk., 2nd Dk. in Nos.1 and 3 holds and in Machy. space.

Cell.DB 384' 1323t, FPT 122t, APT 192t.

FK, 7BH., pt.asp., Lloyd's A & CP.

P 29', B & F 410', Upper F 35'.

O.L. 476.7'.

"Butts of keel electrically welded"

2.58

The Surveyors should be requested to state the length and capacity (tons) of the double bottom tank in the machinery space between frames 70 and 99.

see Ham letter
17/10/38.

3.10.38

gives

Lloyd's Register
Foundation

W1352-0116