

ore Crown of  
ine Room ...  
AGE FOR FEES ...  
Enaine Room 13910

Length ..... 171.00  
2nd Number ..... 9260  
Proportions— Breadths to Length ..... 5.83  
..... 12.25

Managers *Consul C.G. Th...*  
(Where necessary to be entered in Reg. Book.)  
Residence *Stockholm*  
Port belonging to *Stockholm*  
... in Dru Dock

Received by Chief Surveyor

*21*  
*12.8.99*

VESSELS NAME *Steel S.S. "Erik"*

Received from Chief Surveyor

Report *Got* No. *581<sup>a</sup>*

F.E.

The remarks of the Chief 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 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.)

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . . .	$\frac{2''}{20}$	<i>proportions</i>
Spar Sheerstrake . . .	✓	
Description of Framing:— <i>Ordinary</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

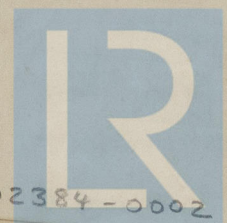
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed  $\pm 100 A_1$  <sup>(Steel)</sup> as recommended

$\pm 100 A_1$  ("Steel")  
*1 Dk (SH) "Well Deck"*

WD = Cell DB a 37' u E & B 33' f 73' <sup>173</sup> ~~122~~ APT 9t  
FK. 4BH. Cem. A x C P.

*J.H.T.*  
*21/8/99*

*C.H.P.*



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Lloyd's Register  
Foundation

S, In Fore Body, No. and Spacing  
" " Brdth. & Thickness

Side Stringers " " " " " "  
S, In After Body, No. and Spacing  
" " Brdth. & Thickness

Stringers " " " " " "  
Tee Bars to Web Frames

4 pair 8 frames	8 frames
15" $\frac{6.5}{20}$	15" $\frac{6.5}{20}$
2" $\frac{2.2}{20}$	2" $\frac{2.2}{20}$

Of d'bing at ...  
Poop Sides .....  
Raised Quarter Deck Sides .....  
Bridge Sides .....

Inches in Ship.	10ths or 20ths in Ship.	Inches per Rule Or as
32"	$\frac{10}{20}$	32"
44"	$\frac{9}{20}$ $\frac{8}{20}$	32"
48"	$\frac{8}{20}$ $\frac{7}{20}$	32"
50"	$\frac{8}{20}$ $\frac{7}{20}$	32"
52"	$\frac{8}{20}$ $\frac{7}{20}$	32"
54"	$\frac{8}{20}$ $\frac{7}{20}$	32"
56"	$\frac{8}{20}$ $\frac{7}{20}$	32"
58"	$\frac{8}{20}$ $\frac{7}{20}$	32"
60"	$\frac{8}{20}$ $\frac{7}{20}$	32"
62"	$\frac{8}{20}$ $\frac{7}{20}$	32"
64"	$\frac{8}{20}$ $\frac{7}{20}$	32"
66"	$\frac{8}{20}$ $\frac{7}{20}$	32"
68"	$\frac{8}{20}$ $\frac{7}{20}$	32"
70"	$\frac{8}{20}$ $\frac{7}{20}$	32"
72"	$\frac{8}{20}$ $\frac{7}{20}$	32"
74"	$\frac{8}{20}$ $\frac{7}{20}$	32"
76"	$\frac{8}{20}$ $\frac{7}{20}$	32"
78"	$\frac{8}{20}$ $\frac{7}{20}$	32"
80"	$\frac{8}{20}$ $\frac{7}{20}$	32"
82"	$\frac{8}{20}$ $\frac{7}{20}$	32"
84"	$\frac{8}{20}$ $\frac{7}{20}$	32"
86"	$\frac{8}{20}$ $\frac{7}{20}$	32"
88"	$\frac{8}{20}$ $\frac{7}{20}$	32"
90"	$\frac{8}{20}$ $\frac{7}{20}$	32"
92"	$\frac{8}{20}$ $\frac{7}{20}$	32"
94"	$\frac{8}{20}$ $\frac{7}{20}$	32"
96"	$\frac{8}{20}$ $\frac{7}{20}$	32"
98"	$\frac{8}{20}$ $\frac{7}{20}$	32"
100"	$\frac{8}{20}$ $\frac{7}{20}$	32"