

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor 24 JAN 1950

VESSEL'S NAME s.s. 'SOLVIKEN'

REPORT

Osl.

No. 6374

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. 9802

Depth "d"

2nd Long. No. 27482

Proportions = $\frac{L}{D}$ 11.11

Framing As approved.

Sheerstrake As approved.

This is a Complete Superstructure Vessel with a tonnage opening, and the scantlings are in accordance with the Rules for this type.

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~~ "With Freeboard." "Fitted for oil Fuel 11.49, F.P. above 150°F."

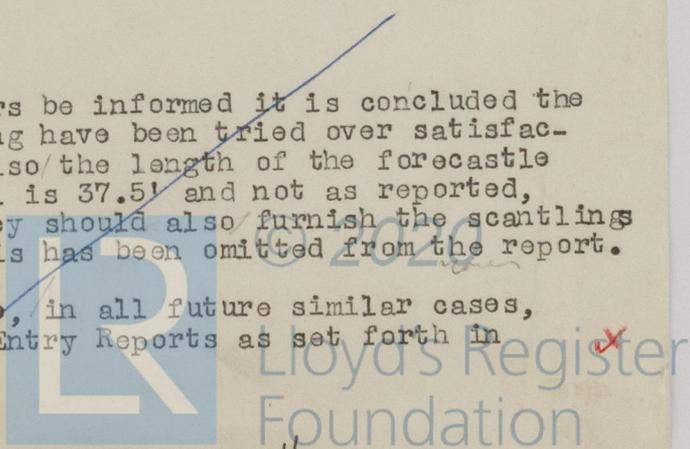
The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted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

1 Dk & Shelter Dk. "pt. Elec. welded"
Cell DB 288', 1020t, Tanks at sides of tunnel 302t, FPT 112t, APT 96t
FK, 4 BH (Coll to Sh Dk, 3 to 2nd Dk). "Intermediate Bulkhead in fore & aft holds dispensed with". pt Cem, Lloyd's A & CP,

F 38'
O.L. 372.2'
E.S.D.
"w"

It is further submitted the Surveyors be informed it is concluded the steering gear, windlass and bilge pumping have been tried over satisfactorily, but (they should confirm this) also the length of the forecastle measured in accordance with Circular 1551 is 37.5' and not as reported, (but this should also be confirmed.) They should also furnish the scantlings of the upper deck stringer angle, as this has been omitted from the report.

They should be requested to commence, in all future similar cases, the General Declaration of their First Entry Reports as set forth in Circular 1806.



'SOLVITKEN'

They should be reminded that in all future similar cases, when reporting the length of superstructures and particulars of water ballast, for insertion in the Register Book, these must be in British and not Metric units.

See letter 2-12-49.

E.H.D.
4-11-49.

B.M.B.



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