

~~D.P. 126~~

Empire Steel
How Tan Ocean
~~A. 126~~

5m.1.23.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl.s.s."GERA" Rpt. Han. No. 15527

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.)

Nature of Survey



Transverse No. 84.33

Depth "d" 16.57'

Framing: Table No, 3.

Description. Bulb angles as approved.

Longitudinal No. 34324

Proportions $\frac{\text{Length}}{\text{Depth}} = \left\{ \begin{array}{l} 14.2 \text{ to upper dk.} \\ 11.1 \text{ to Bridgedk.} \end{array} \right.$

Bridge deck sheerstrake as approved.

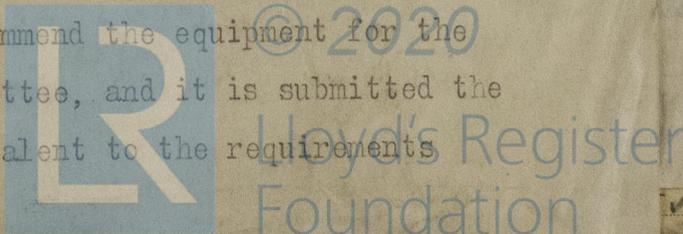
This vessel was originally approved for the class ~~100A~~ "With freeboard" on account of the Owners' desire to dispense with the doubling to the poop deck sheerstrake, but a letter (Copy attached) was received from the Hamburg Surveyors stating that it was decided by the Owners to fit the required doubling.

The equipment was tested by Germanischer Lloyd Surveyors and approved by the Committee on 29th December, 1922.

The total weight ~~and~~ of bower anchors is 4 cwt (2%) less, and the stream anchor 2 cwt (8%) less than required by the Rules, ~~but~~ A kedge anchor weighing 13.6 cwt has been fitted which is not required.

The chain cable is 10 fathoms longer, 1 m.m. larger in diameter, and 31 cwt in weight in excess of that required, making the collective weight of anchors and cables considerably in excess of the Rule requirements.

The Hamburg Surveyors recommend the equipment for the favourable consideration of the Committee, and it is submitted the same might be accepted as being equivalent to the requirements



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for the figure "I", in this instance.

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 (Steel)

2 Dks.(Stl), 3rd. tier of beams in No.1 hold, "Well Dk".

Cell D.B. 353' 924t., FBT 51t., APT 16t.

FK, 8BH, Asp. P & B 329', F. 53'.

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3.7.23.

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