

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S.S. "HOLMENGRÄ".

Rpt.

Mmo.
Got.110
No.4938 &
4300

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

Rule dimensions - 265 x 38 x 19.75 to upper deck.

Scantling Nos. - 57.75 & 15303

Proportions - Length = 13.42 depths to upper deck.

This vessel was built in 1904 and classed with Germanischer Lloyd.

Plans were examined in 1919 and the vessel approved for the class 100A1 subject to additional pillaring or other equivalent strengthening being fitted and to the hatchway coamings being additionally strengthened by brackets.

An incomplete First Entry report was received from the Gothenburg Surveyors in October 1919, who have now forwarded supplementary reports giving particulars of scantlings etc. which appear to be generally in accordance with those approved.

The vessel has been examined in dry dock, a Special Survey No.3 carried out and repairs effected on account of damage and wear and tear.

A crack in ^{the} heel piece of the sternpost forward of the propeller post was repaired by electric welding at Malmo in October 1919 and a shoe piece fitted. The Gothenburg Surveyors now report the shoe piece examined and found in order.

The Surveyors state that in their opinion the pillars now fitted are of sufficient strength and that the stiffening of the hatch side coamings as fitted is considered satisfactory.

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The equipment as required by the Rules and as on board is as follows :-

<u>RULE.</u>		<u>ON BOARD.</u>	
	cwt.qrs.lbs.		cwt.qrs.lbs.
3 bower anchors (Stockless)	94- 0 - 0	3 bower anchors (Stockless)	101- 0 - 21
Stream anchor (ex stock)	8- 2 - 0	Stream anchor (ex stock)	9- 0 - 0
		Kedge " "	4- 1 - 20
240 fathoms 1 11/16" chain cable (Renewable when worn to 1 8/16")		210 fathoms 1 9-10/16" chain cable	
75 " 4" Cir.Stream wire		75 " 3 1/4" cir.Stream wire	
90 " 3 1/2" " S.W.Towline		90 " 3 1/4" " S.W.Towline	
180 " 6" Manila or 2 1/4" S.W.		270 " 2 3/4" " S.W.	
180 " 5" " " 1 3/4" "		90 " 2 1/2" " "	
		75 " 8" " Manila	
		75 " 14" " "	

It will be observed that the weight of the anchors is in excess of the Rule requirements.

The chain cable is 30 fathoms less in length and slightly less in diameter than required.

The equipment of wires is not strictly in accordance with the Rules, but it is considered may be taken as being equivalent thereto.

The anchors and chain cables have been tested at a recognised Proving Establishment in this Country.

It is submitted, in view of the diameter of the chain cables being in excess of that at which the Rule chain cable becomes renewable and the wire ropes being considered equivalent to the Rules, that the equipment on board might be approved for the figure "1", subject to 30 fathoms of chain cable of proper size, weight and test being supplied. and to the keel piece of the sterntranche where repaired by electric welding being specially examined at the next dry docking

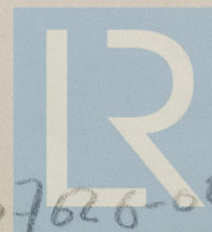
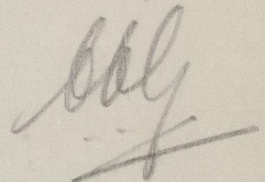
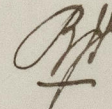
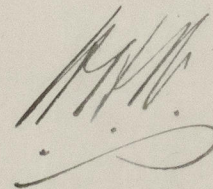
It is further submitted the vessel appears worthy to be classed :-

- 100A1
- ✓ 1 Dk. Steel "Well Dk." } Subject to 30 fathoms of chain cable of proper size, weight and test being supplied to the heel piece of the stern frame where repaired by electric welding being specially examined at next dry docking
- ✓ Cell DB 225' 543t, ~~Deck tanks 181t~~, FPT 81t, APT 67t
- ✓ FK, 5BH, Cem, Lloyd's A & CP, P15, Q59', B68', F21'
- ✓ Date of build 1904.
- ✓ 12, 21 Got.
- ✓ S.S. Got. No. 3-12, 21.

The Certificate of Classification, to be endorsed "Cargo battens not fitted," and the same notation to be printed in the Register Book.

5-1-22.

PLATING to be DRILLED when vessel is 24 years old, or at next special survey thereafter.



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