

Dok-en Werf-Maatschappij Wilton-Fijenoord N.V., Schiedam.

Yard No. 715.

2,500,10,47.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

31 AUG 1948

VESSEL'S NAME m.v. "VAN DER STENG"

REPORT Rot.

No. 30600

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.)

This passenger, propaganda and exhibition vessel was built in accordance with approved plans and Rule requirements under the Special Survey of this Society.

The steel used in the construction is stated to have been supplied from German sources.

The Builders however have not been able to satisfy the Surveyors regarding the origin of the steel excepting for a few shell plates.

In these circumstances it has been proposed and agreed that on completion of the survey the vessel be recommended for the record "Examined L.R. with date" together with the notation "For Coasting Service Calais to Agger Canal also Baltic limiting ports Gothenburg - Fredrikshavn" at a draught of 6.23'.

The equipment of anchors and chain cables on board is as approved and has been tested by this Society.

It is accordingly submitted the vessel is eligible for the record of "Examined L.R. 6.48" and notation "For Coasting Service Calais to Agger Canal also Baltic limiting ports Gothenburg Fredrikshavn".

1 Dk "pt Elec. welded"
DBa 25' f 30' 28t
FK, 5BH, pt Asp, pt Cem.
B 22' RFD 38'
O.L. 141.2'
Extreme breadth over belting: 23.2'
 $\frac{7}{8}$ "

Equipment letter for fees: "d" in red.

Insert in S.R.L.:- S.S. due 6.52.

NOTE: The question of assignment of class and distinctive mark to be considered on completion of S.S. due 6.52. Attention is drawn to the latest decision regarding "HANSA" type vessels.



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"VAN DER STENG"*see letter*

It is further submitted the Surveyors be informed it is concluded the thickness of the inverted angle stiffeners on the inner bottom is 7mm, of the tankside brackets 6mm and of the bottom strake of plating of the collision bulkhead 8mm, as approved and that the steering arrangements and winchlass have been tried under working conditions and found satisfactory, but they should state if this is so. X

They should be requested to furnish the breaking tests for the steel wire ropes.



2021
7.7.48.

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the Rules and/or as approved

as approved

BEAMS.

INGLE BOTTOM.

Uppermost Continuous Deck, amidsh
in Wells, Angle, F