

Messrs. A/B.Asi - Verken, Amal.

Yard No. 54.

57 Blk.

Received by Chief Ship Surveyor
B Passenger & Car Ferry
PS NAME m.s. "ROSPIGGEN"

Received from Chief Ship Surveyor
REPORT Got. No. 26050

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.)

L. 121'-9"

B. 28'-6½"

D. 11'-1"

This ship is reported to have been built under Special Survey in conformity with or by standards equivalent to the Society's Rules and Regulations and the Secretary's letters.

IT IS THEREFORE SUBMITTED the ship is eligible to be classed:-

Service
*100AL "For ~~Ferry~~ purposes between harbours in the Stockholm Archipelago and the Aland Islands"

Descriptive Notation: "Car Ferry"

1 dk; Ice Class 2; EW.

O.L. 133'-6"

E.B. 29'-0"

RDR; DF.

DB pt W.B. 5lt pt F.W; Side tanks amids pt O.F. pt F.W; APT 26t.

BK 3", 6BH; LACP.

B & F 89'

R.O.F: 29"

"f"

IT IS FURTHER SUBMITTED the Surveyors be requested to furnish a General Arrangement plan if available as there does not appear to be a Capacity Plan, and to confirm that the steel used was manufactured at works recognised by the Committee and tested in accordance with the Rules as this has been omitted from the report.

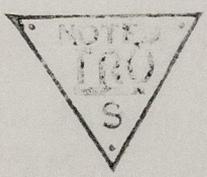
They should also be advised it is concluded that the breaking test for the chain cable was 27630 kgs. per Rule and not 25665 kgs as reported.

X
30/11

See letter dated
10/10/60.

DA.

13.9.60.



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