

~~A/B~~ Norrkopings Varv & Verkstad. Norrkoping.

Yard No. 124.

F.E.

Received by Chief Ship Surveyor

GB

Received from Chief Ship Surveyor

VESSEL'S NAME M.V. "NORDHEM"

REPORT

Skm.

No. 7380

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. 2907

Depth "d"

2nd Long. No. 9843

Proportions = $\frac{L}{D}$ 14.3

Framing As approved

Sheerstrake As approved

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 ~~LOCAL~~ "Carrying Petroleum in Bulk"

6.49 Norrkoping Su letter 25-10-49

1 Dk "Strengthened for Navigation in Ice" "Elec. welded"

Cell DBuE 42' 36t, DTf 10' 20t, FFT 50t, APT 28t.

FK, 9BH, Lloyd's A & CP

P 56' F 30' Trunk 114' 0' Su letter 25-10-49

Mchy Aft

O.L. 226.7'

ESD

"m"

It is further submitted the Surveyors be informed, the tests of the chain cable, as reported, indicate, "Steel cables", this should be confirmed, as ordinary stud link are stated, in the report, to have been supplied.

They should also be informed that, as it is the practice to insert in the Register Book the length of the Trunk on the upper deck, this item should be furnished, also the last date of drydocking and the name of the port should be furnished in accordance with Circular No. 1887.

The scantlings of the shell plating between the sheerstrake and the bilge should be furnished, as this has been omitted from the report.

Su letter 25-10-49

014054-014767-0140

27.9.49.

Spacing

DOUBLE BOTTOM. in ER