

between Tonnage Dk. and Upper Dk.

most on summer L.W.L. See Sec. 3 (1a)

L 750-0

Breadth (greatest moulded) ..... B 58'-0" Builders  
Depth, at middle of length from top of keel to top) ..... 27' 6"

Burmeister & Wain  
Höegh

Total

Aktieselskabet Burmeister & Wain's Maskin-og Skibsbyggeri, Copenhagen.

Yard No. 653. F.E.

Sister vessel to the "H/EGH SILVERDAWN" & H/EGH TRADER".

by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "H/EGH SILVERMANN"

REPORT Cpn. No. 11475

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, 24/5/32.)

Long. No. 16227

Depth "d" -

Long. No. 41325

Proportions = L/D 11.54

Plating Bulb angle frames as approved

Sheerstrake As approved

This vessel was built during the German occupation of Denmark under the supervision of the Society's Surveyors, launched in 1941, examined in dry dock in January 1942, completed and seized by the Germans in May 1942.

The steel used in the construction was made in Germany by the Open hearth process and is reported to have been tested as required by the Rules. The anchors and chain cables were also made in that country and tested by former Surveyor to this Society.

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  $\square$  100A1 "Carrying cargo oil, FP above 150°F in deep tanks".  
1.42 Cpn.

Date of build: 1942-5 mo\*

2 Dks, 3rd dk in Nos. 2 & 4 holds, Platform dk in No. 3 hold  
Cell DB 379' 1411t, DTa 55' 1166t, MT 28' 1146t, DTf 47' 1176t, FPT 134t, APT 140t.

FK, Duct keel fwd of mchy space, SBH, pt. Cem.  
P 35' F 80'  
O.L. 465.5'  
E.S.D.  
b†

No cofferdams are fitted between the deep tank forward and the fore peak and between the deep tank aft and the after peak and it is submitted the Surveyors be requested to obtain from the Owners and forward to this Office a letter of guarantee stating that oil fuel will not be carried in the peak tanks when vegetable oil is carried in the adjoining deep tanks.

It is further submitted the Surveyors be informed that on receipt of a satisfactory report after completion of a General Examination <sup>in dry dock</sup> at an early date, notations "Launched 1941", "Recommissioned (with year & date)" could be assigned.

They should be requested to furnish particulars of test for the steel wire hawsers and warps.

TS. + DBs to be held  
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N.C. 9  
9.1.46.

015338-015347-0252

Side Keelsons, No. each side .....

thickness of Intercostal Plate....

Fourth Deck, amidships, Angle, [ or ] .....

Spacing.....

Reg. Book)  
✓  
Oslo  
ilding, a  
uildin  
INCHES IN  
10 3/2  
9 3/2  
9 3/2  
44 x  
3 1/2 3/2  
5 5  
are  
41 x  
3 1/2 3/2  
6 6  
carbur  
horizont  
7'-0"  
54" x  
.45  
yes  
9 3/2  
10 3/2  
✓  
every p  
9 3/2  
12 3/2  
every p  
12 3/2  
every p  
250 90  
280 90