

Rec^d 13/1/74

Ans^d 19/1/74.

Iron Sailing Ship *Fritz Reuter* - (late
Screw Bk *Crimean*) - 1473 tons, built
in 1857 by Mess^{rs} Smith & Rodgers at
Glasgow and classed 12 A. 1.

She was last surveyed in 1864, and re-
moved from the Register Book in 1865.

This vessel is now under survey at
Hamburg by W. Padderatz in accordance
with the requirements of Special Survey
N^o 3, with a view to re-classification
in the Register Book. A sketch of Midship
Section is submitted by W. P. who
recommends the vessel for the 100 A. 1. Class.

The plating in the flat of bottom is
given on the tracing as $13\frac{1}{16}$ " thick, the
original thickness as stated on the First
Entry Report being $12\frac{1}{16}$ " : also the tracing
gives the thickness of side plating above
bilge as $11\frac{1}{16}$ ", the original thickness
being according to the First Entry Report
 $9\frac{1}{16}$ " in Topsides, and $10\frac{1}{16}$ " above Bilges :
the Middle line Keelson is now given
as $16\frac{1}{2}$ " inches instead of 15 inches
as per First Entry Report.

It is submitted that the tracing
referred to, and the Report of Survey
forwarded by W. Padderatz should be
returned to him, and the First Entry
Report should also be sent, in order
that the discrepancies above pointed
out might be corrected in the present
Report.

And in view of the edges of the
side plating being only single riveted,

and (2) the butto of upper deck stringer and bilge plating double riveted instead of treble riveted as required by the Rules, also (3) some of the side plating being originally $\frac{9}{16}$ and $\frac{10}{16}$, instead of $\frac{10}{16}$ and $\frac{11}{16}$ as required for the 100 A class; (4) an intercostal plate not being fitted between the double angle iron side keelson and attached to the outside plating; and (5) in view also of the scantlings of the upper and lower stringers being less than required by the Rules for a vessel of this size, Mr Paddervatz should ^{it is considered} be requested to reconsider his recommendation in regard to the class of this vessel.

J. H. P.
19/11/74



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