

Received by Chief Ship Surveyor 10. 8. 01

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Im S. S. "Eider" Report Nwc. No. 41616

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.)

Nature of Survey Raising of class from 85 A1 to 90 A1

+ W B 11 00  
L W C 11 00

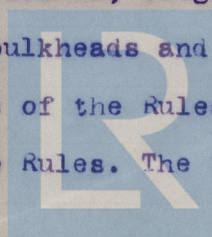
This Vessel was built in 1856 and classed 6A1, which class was eventually changed into the Symbol A1. In May 1884 the S.S. No.3 was held and extensive alterations carried out in the Vessel, and an iron deck fitted and the sheerstrake renewed. The Surveyors then stated that the plating had been drilled in places where considered necessary, and in no places (except where renewed) was it found below the 80A grade. The class was then, at the request of the Owners, raised to 85 A1.

The S.S. No.2 was held in November last when the Vessel was fitted with new boilers.

The Owners now desire to have the class specially considered with a view to being raised to 90A1.

The Newcastle Surveyors have forwarded a first entry report and state that the scantlings of the Vessel appear to be in good condition, and in their opinion merit the favourable consideration of the Committee for the class desired, viz;- 90A1.

A comparison has now been made between the scantlings of the Vessel and those required by the present Rules for the 90A class. It is found that the frames, reverse frames, bilge keelson, side stringer, and the thickness of bulkheads and of garboard and bottom plating, are all in excess of the Rules. The frames are spaced 1" closer than required by the Rules. The iron deck, side



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keelson and side stringer, which are fitted in the Vessel, are not required by the Rules, the keel, centre keelson, and floors are less than required by the Rules, and the strake below sheer is 1/16" less in thickness than required, but the sheer strake and the remainder of the side plating is 1/16" thicker than required. The other deficiencies may be considered as compensated for by the excess in the scantlings already mentioned. *The weight (ex stock) of the stream anchor is 7 lbs. less than required by Table 22, but the weight including stock is 7 lbs in excess.*

Under the circumstances it is submitted the Vessel appears worthy of the favourable consideration of the Committee to have her class raised from 85A1 to 90A1, as recommended.

*Delete* 85 A1

*Insert* 90 A1

*4.01 Mwc.*

*Amend moulded depth to 12' 2 1/2"*

*" Record of deck to "1 DR (at dm & pt. Ste.)"*

*" A & CP to " Lloyd's A & CP"*

*Amend Q35' B7' "d"*

*B.*

*J. H. T.  
12/8/01*



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