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Sent to Chief Surveyors 19.4.00.

Received from Chief Surveyors

VESSEL'S NAME **Stl. S.S. "EMIL BERENZ"** Report Stn. **No. 47**

For the **CHIEF SHIP SURVEYOR** and **CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to 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 **FIRST ENTRY.** When due

The Danzig Surveyor reported in February last that this vessel went ashore and was refloated. He stated there was no damage done to her bottom.

The Builders proposed in October last at the request of the Owners, to remove the quarter pillars in way of the hatchways, while the vessel was engaged in carrying timber cargoes, and desired to be informed what compensation would be required for the omission of these pillars. Instructions were accordingly sent to the Surveyor.

The Builders wrote on the 2nd instant, stating that the deck of the steamer through not having had hold stanchions fitted at the desire of the Owner, had become leaky. They however had arranged to carry out the improvements found necessary, and desired that instructions be sent in order to place the vessel in efficient condition.

On the 4th instant the Stettin Surveyor was requested to visit the vessel with the Builders on her arrival in his district, and confer with them as to what compensation might be considered necessary and on the 5th instant he was requested to forward a report of the condition in which he found the vessel, as soon as he had examined her, and to state what he recommended to be done in regard to the repairs necessary to entitle her to a class in the Register Book.

On the 9th inst. he stated that he inspected the vessel and found the damage was trifling. The longitudinal bulkhead between Nos. 2 & 3 hatches was somewhat bent, probably caused by bad weather.

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He recommended that the bulkheads between Nos. 1 & 2 hatches and between Nos. 2 & 3 hatches and between No.3 hatch and the engine room bulkhead be strengthened by vertical angles and bracketed to deck beams, and that on each side, in way of No.s 2 & 3 hatches, 3 deep knees might be fitted as approved from this Office of 18th October last, and that in No.2 hatch might be fitted on each side in the middle of the longitudinal hatch coamings, one pillar, removable when loading long timber.

It is submitted this proposal merits approval and the Surveyor should be informed accordingly.

But it should at the same time be pointed out to him that until these recommendations are carried out and satisfactorily reported upon by him, the vessel cannot be submitted to the Committee for classification.

Had however the First Entry Report been forwarded by him on completion of the vessel with the promptitude usually observed by the Society's Surveyors, the vessel might have been classed as far back as November last, and long before she was reported to have been ashore. Under these circumstances it should be clear to him that the delay that has occurred in the receipt of his First Entry Report at this Office has produced a considerable amount of inconvenience, and he should endeavour to prevent such an occurrence in future.

Ar. to Stebbin
21/4/00

C. R. P.

J. H. T.
21/4/00



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