

Received by Chief Ship Surveyor

20 19/4/00

Received from Chief Ship Surveyor

VESSEL'S NAME

Steel S.S. "Emil Berenz"

Report

Stn No. 47

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

1st entry report

It is submitted that before this case receives the consideration of the Committee, the Surveyor should have his attention drawn to the fact that on the approved profile plan it is stated that all the reverse frames in way of the poop and forecastle are to extend to the poop and forecastle decks, and between these erections they are all to extend to the main deck. On his First Entry Report however, he states, that the reverse frames extend amidships from frame No.30 to frame No.87 to main or forecastle decks. Forward and aft alternately to side stringer and to main deck with every third bar extended to poop or forecastle.

As no authority has been given from this Office for such a departure from the Committee's requirements, he should be requested to explain why they have not been carried out, and whether any structural additions such as the fitting of partial bulkheads, or other compensatory arrangements have been made to his satisfaction.

It should be pointed out to him that he has failed to comprehend the method of obtaining the moulded depth, as the moulded depth 14'.2½" stated on his report does not agree with the depth from top of floors to top of main deck beams (12'.1") plus the depth of floors (32") minus round of beam (7½").

He should be requested to forward the test certificates for the chain cable to this Office for inspection.

W. B. Skelton 21/4/00

STN152-0050

C. H. J. 21/4/00

