

W1044-0234½

F.E.  
(FBD.)

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME "BEIJERLAND". Rpt. Rot. No. 28639.

**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.)

1st Long. No. 3560

Depth "d" -

2nd Long. No. 9406

Proportions =  $\frac{L}{D}$  10.89

Framing Angle frames as approved.

Sheerstrake As approved.

D to Upper deck= 18.00'

Rule D(for scantlings)= 18.16'

This is a complete superstructure vessel with tonnage opening.

The bottom in the motorepace aft is coated with patent red lead in lieu of cement, as approved in former similar cases.

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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 ~~100A1~~ "With freeboard"

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

1 Dk & Shelter Dk, "Part butts of keel and bottom plating electrically welded"

Cell DB 127' 214tons, FPT 21t, APT 11t

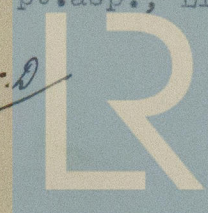
FK, 4BH(Coll to Shelter Dk, 3 to 2nd Dk); pt.asp., Lloyd's A &amp; CP.

Machy.aft.

O.L= 207'

"K"

f.c.d.



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Foundation

16.11.39.



"BEIJERLAND".

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x It is concluded the steering chains have been tested as required by the Rules and the <sup>59</sup>bulbhead on frame 58 is watertight and that the record in the Register Book should be 4BH(Coll. to shelter dk, 3. to 2nd dk), but the Surveyors should state if this is so.

The equipment number indicated in the report is incorrect.

The reference in the report "2nd deck clear of engine room" is not understood. *See letter 8811*

*ghd*



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