

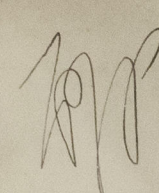
Steel Twin Screw Steamer "ILSENSTEIN"; No. 90581 in the Supplement
to the Register Book;
6518 tons gross; Built in 1904 - 2 mo.; Port - Hamburg;

Owner: Arnold Bernstein

Classed:

* 100A1
Shelter deck with freeboard
12,28
s.s.No. 3-1,18
s.s.No. 2-26.

* LMC 11,25
BS 11,28
TS 12,28.


This vessel has recently been sold to Mr. Arnold Bernstein, of Hamburg, and he has informed the Society's Surveyors at that port that the steamer is to be transferred to the classification of the British Corporation.

In connexion with this case and those of the steamers "SCHLESWIG HOLSTEIN" and "HANSA", the Hamburg Surveyors were requested to ascertain the reasons for the transfer of these vessels from the Society's classification to that of the British Corporation after their purchase by Mr. Bernstein and alteration for the carriage of motor cars. In reply, the Surveyors stated that the reason for the transfer was that the strengthening required by the British Corporation after the alterations had been effected was less than that required by this Society. No proposal, however, was received by the Society in connexion with the present case.

In the case of the "SCHLESWIG HOLSTEIN", the Hamburg Surveyors were informed that the beams, pillars and girders would be approved on the basis of the scantlings required by the Society's Rules, due account being taken of the reduction in the weights on these beams, etc. on account of motor cars being carried instead of ordinary cargo. The Surveyors were also advised that a special notation could be made regarding the fitting of the platform decks for the motor cars.

It was pointed out that the alterations proposed would make the centreline pillars between the spar and the main decks useless for supporting the spar deck, as the centre line pillars in the hold below were to be removed, and suggestions were made for supporting the decks on account of the alterations, due account being taken of the reduced cargoes above mentioned.

The Surveyors were also informed that with a view to meeting the wishes of the Owner and Builders to make the new

erections as light as possible, the beams and frames of these erections should be spaced 2'0" apart.

Special consideration was given to this case and account was taken of the reduced loads and increased freeboard of the vessel.

It was finally stated that the proposal to convert the vessel for the transport of motor cars had been abandoned.

In the case of the steamer "HANSA", the Society's Hamburg Surveyors were informed that the hatch coamings might be altered as proposed, and that if the alterations were proceeded with, plans showing the Owner's proposals should be submitted for the Committee's consideration.

The Surveyors later stated that the alterations had been effected in accordance with the requirements of the British Corporation.

In a letter, dated 8th ultimo, in regard to this matter, Mr. Chisholm, the Society's Principal Surveyor for Germany, states that the Owner appears to prefer classing these vessels with the British Corporation as that Society is "less exacting" in its requirements than Lloyd's Register or the Germanischer Lloyd.

The Classing Committee had the case of the steamer "ILSENSTEIN" before them on Friday, 22nd ultimo, and in all the circumstances decided to give instructions for the vessel's character to be withdrawn from the Society's Register Book and three dots (...) inserted in lieu thereof, indicating withdrawal of class at Owner's request.

Said

as

4th April, 1929.



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Foundation

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