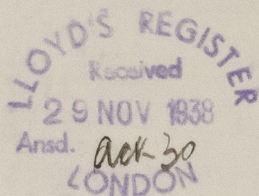




Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 28th November, 1938.



Reference

Dear Sir,

M.V. "ANNELIESE ESSBERGER"

The following plans and documents are being forwarded to London today under separate cover per registered post regarding the damage sustained by the above vessel and which was visited by Dr. Montgomerie at Bremen:-

- (1) Rpt. form 8
- (2) Copy of Certificate issued
- (3) Condition report
- (4) Bremen letter 17.11.38 re test pieces taken from vessel
- (5) Ltr. 5
- (6) Three photographs of damage
- (7) Plan of engine casings
- (8) Midship section returned to London as requested
- (9) Profile and decks
- (10) Working plan of deckhouse (see remarks thereon)
- (11) do. do. upper deck
- (12) do. do. shell expansion
- (13) Capacity plan and deadweight scale
- (14) Lines plan
- (15) Displacement curve
- (16) Translated copy of a letter received from the Builders
- (17) Notes by Mr. Shepheard relating to the erection of the stringer and sheer strake during the construction of the ship.

Plans numbered 13, 14 and 15 above should be sent to this Office when finished with for return to the Builders.

With regard to item 16 this letter has been acknowledged, but it may be thought that a detailed reply should be sent to the Builders.

The meeting held on board the ship was convened by the Owners and there were present

W1344-0228¹/₃

Capt. Knudsen
Prof. Schnadel

Director Burchsbaum
Mr. Giese
Mr. Ziegler
Mr. Vollbett
Dr. Lehmann
Mr. Bertram
Mr. Johnson, Mr. Shepheard
and Mr. Holtz

Owners' Representative
Charlottenburg and Germ. Lloyd,
Berlin
Germanischer Lloyd, Berlin
do. do. Hamburg
do. do. Bremen
Deschimag Bremen (Repairers)
Deutsche Werft, Hamburg, (Builders)
Underwriter Surveyor
Lloyd's Register

When the question of repair to the stringer and sheer strake was discussed I suggested that the light ship afloat might be in a slightly sagging condition and the repair, if welded, would be better done on an even keel in drydock. Capt. Knudsen said that drydocking could not be considered as the ship was chartered and must get away as quickly as possible. The question of the advisability of replacing one welded butt in the stringer and sheer strake by riveted double straps was considered but Capt. Knudsen objected to the two sides of his ship being different and himself suggested rewelding all butts but fitting an inside riveted strap over one butt in each plate. No point was seen in doing this and to meet the case Prof. Schnadel suggested filling the peaks to assist an even keel condition and this was decided upon. The question of increasing the thickness of the new plates was referred to, but rejected on the grounds that should any additional strengthening be necessary it would probably need to be more extensive to be effective unless it could be shown that the accident was due to local weakness only.

Reference to draughts carefully measured by Mr. Holtz on the vessel's arrival shows that she had a hogging deflection of only $1\frac{1}{8}$ " in the loaded condition indicating a fairly stiff ship and it was considered the arrangements made for the repair were satisfactory.

When the fractures were examined on the vessel's arrival in the fully loaded condition they were open some 2 mm

W134N-0898 3

Referred to the Chief Ship Surveyor

29 NOV 1938

These are being investigated Jm

LONDON

The Secretary,

Yours faithfully

I am, Dear Sir,

disposition.

It may be stated that Dr. Germain took no part in the
Holt's reports.

There is also further reference is made to this in Mr.
and remained so even when the desks were filled with 120
part in the light condition they were tightly closed

