

W195-0035112

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME Steel S.S. "MELISKEPK" ex "CESARIO" Rpt. Hul. 32704
Ham. No. 14902

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.)

Survey

Rule dimensions 450 x 58 x 29.58

Scantling Nos. 87.58 and 39411

Proportions :- Length = 15.2 depths to upper dk. 11.7 to long poop

This vessel was built by Messrs Blohm and Voss in 1919. The scantlings and equipment have been examined and approved for the class 100 Al "with freeboard".

The vessel has been examined in dry dock, a Special Survey No.3 carried out and a deep tank, for the carriage of cocoanut oil, has been constructed in the hold abaft the engine room in accordance with the approved plan.

It is submitted the vessel appears worthy to be classed 100 Al (Steel) "with freeboard", as recommended. The Summer freeboard of 5' - 1 1/2" from centre of disc to top of statutory deck line at upper deck, 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 verification form to be inserted in the certificate of classification.

2 Dks (steel) 3rd to beams in No.1 hold. "Well Dk."

Cell DB 1443t, DT a 33' 906t, FPT 32t, APT 8t

FK, 8 BH Cem., P & B 380' F 54'

Date of build 1919

2,22 Ham.

S.S.Ham. No.3 - 2,22.



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P.T.O.

Handwritten signatures and dates: 23-3-22

It is concluded the length of the chain cables is as stated in the second page of the report and not as on the first page; that the stream chain or steel wire, and towline are as required; that the arrangements for draining the fore peak tank top, and chain locker are satisfactory and that hand pumps to the holds have been dispensed with, but the Hamburg Surveyors should be requested to state if this is so.

It is further concluded that if hand pumps to the holds or their equivalent have been dispensed with, the Owners are agreeable to fit same if required in the future.

*See letter
L. 2. 12*
*See letter
28/3/22*



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