

Chief Ship Surveyor *21/7/10.*

Received from Chief Ship Surveyor

NAME *Stl. S.S. "Burkenfels"*Rpt. *Bhu.*No. *1590*

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.)

Transverse No. *86.75*Depth "d" *19.5*Naming: Table No. *3 page 15*Description *Bulb angle as approved.*Longitudinal No. *36382.*Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{10.48}{1}$

Deck Sheerstrake *and side plating fitted in one strake of approved thickness.*

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 ("Steel") as recommended.*

*+100A1 ("Steel")**2 Dks (Stl. V-Strake 5)*

WB = Cell DB *a 141' V E 24' f 183' 1275 t. Turret 7th Tanks *a 42' 451 t. f 40' 496 t. F.P.T. 86 t. A.P.T. 60 t.**

FK. *"Intermediate bulkhead in fore hold dispensed with, 6 BH. only"*
Lim. Lloyds A.C.P. P. 60' B. 124' F 51'

It is concluded the pitch of the $\frac{7}{8}$ " rivets in the triple riveted shell butts (F.G.H+J strakes) is $3\frac{3}{8}$ ", the thickness of the inside straps on Keelstrake '52" and the test of the steel steam wire 59 tons, as in the case of the sister vessel, but the Surveyors should state if these conclusions are correct.