

Aktieselskabet Helsingors Jernskibs-og Maskinbyggeri, Elsinore.

Yard No. 266

30 DEC 1941 F.E.  
(FBD.)

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

ESSEL'S NAME

M.V. "EROS"

Rpt.

Cpn

11348

Hbg

No.

1438

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, 24/5/32.)

1st Long. No. 10937

Depth "d" -

2nd Long. No. 28612

Proportions =  $\frac{L}{D}$  11.02

Framing Bulb angle frames as approved Sheerstrake As approved.

D to Shelter dk 31.75', D to 2nd dk 23.25', D for scantlings 31.25' (i.e. 8' above 2nd dk)

This is a complete superstructure vessel with tonnage opening and scantlings suitable for a draught not exceeding that of a C.S.S. vessel.

Regarding the vessel's class see endorsement 15.8.41 and correspondence attached.

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

Cell DB 302' 831t, FPT 60t, APT 183t

FK, Intermediate BH in after hold dispensed with. 5BH (2 including Coll to Sh. dk, 3 to 2nd dk)

O.L. 373.0'

w

Mr. Townshend should be informed it is concluded the two bulkheads which extend to the shelter deck are the collision and after peak bulkheads. *See reply*

Note

Part of the material used in the construction and the anchors and chain cables were made in Germany.

