

250,12,10.

W 386-0079

Now I Z G L E D

F.E.

Received by Chief Ship Surveyor 30/3/11

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. S. S. "Augusta Hohenzollern" hwc. No. 60010

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, 24/5/92.)

Transverse No. 79.92

Depth "d" 23'-8"

Framing: Table No. 3, page 16.

Description Bulb angle with reversed frame as approved.

Longitudinal No. 30209

Proportions Length = 10.98
Depth =

Bridge Deck Sheerstrake and strake below in one plate of approved thickness

RETAIN

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")

1 DH (pt 5 1/2 x pt 2 in) 2nd tier of beams in No. 1 & 4 holds.
WB = all DB 121' 0" E 19' 166 955 t. DT 26' 908 t. F.P.T. 151 t. A.P.T. 39 t.
F.H. 6 BH. rem. Lloyds A.T.C.P. P. 39' B. 225' F 41'

M. R.H.
30/3/11

It is concluded horizontal stiffeners are fitted to the collision bulkhead + that the stiffeners on the after peak bulkhead are spaced 24' apart but the Surveyors should state if this is so. The Surveyors should be requested to state the test of the Stream and Kedge anchors as this information has been omitted from the Report.