

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office. TUE APR 3 1923

Date of completion of report 29th March 1923 State if Report is also sent on the Machinery of the Vessel *Yes*
Survey held at *Bremen* Port of *Bremen* No. *637*
First Survey 14th February 1922 Last Survey 27th March 1923

On the (State if Single)
TONNAGE under
Tonnage Deck...
Do. between Tonnage L
and 3rd and 4th L
Total under Upper
Do. of Poop
Do. of R.Q.Dk.
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatch
Do. above Crown of
Engine Room...
Gross Tonnage
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES
Less Engine Room
Less Navi...

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. T.S.S. "OHIO" ex "MUNCHEN" Rpt. Brm No. 637

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, 24/5/22.)

Nature of Survey

Rule Dimensions:- 590 x 71.7 x 50.23

Scantlings:- 113.4 & 65,906

Proportions:- Length- 9.99 depths to Bridge Dk.

- 11.7 " " Shade Dk.

This ex-German vessel was built by Messrs. A.G. Weser of Bremen with a view to Germanischer Lloyd class, but has now been taken over by the Royal Mail Steam Packet Co., who desire her classed with this Society.

The keel was laid in 1914 and the vessel launched in May, 1920.

Plans and particulars of scantlings were examined by the Society's Special Representatives in Germany and the vessel approved for the class 100A- "With freeboard".

To entitle the vessel to the figure "I", the equipment as regards wire ropes required to be increased by the addition of 225 M of 190 m.m. S.W., and 2 @ 220 M of 70 m.m. S.W.

The Bremen Surveyors now report the vessel surveyed in dry dock, the bottom and rudder cleaned and recoated, the requirements of S.S.No.2 complied with, and the additional equipment of steel wire ropes placed on board.

The anchors and chain cables have been tested as required.

The workmanship appears to be good.

It is submitted the vessel appears worthy to be classed 100A1 (Steel) "With Freeboard", as recommended. The summer freeboard

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of 11' - 4 $\frac{1}{2}$ " 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 shewn on the accompanying verification form to be inserted in the certificate of classification. 3 Dks (Stl) and shade Dk (Stl-pt ws), 4th Dk. (Stl) in holds and web frames. Cell D.B. 523' 3215 t. FPT 126 t APT 118 t.

F.K. 10BH, pt. cem and pt asp. Lloyd's A&CP, B.246' on shade Dk.

Date of build 3,23

3,23 Bhn.

~~s.s. Bhn. No. 2 23~~

AKS
24/8/23

[Signature]

aw.g.
6.4.23.
AKS



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