SUPPLEMENT No. 218

MV ESTONIA's classification certificates of 12.1.1993 for machinery and hull.

(38)

Bureau Veritas

INTERNATIONAL REGISTER FOR CLASSIFICATION OF SHIPS - ESTABLISHED 1828
REGISTRO INTERNACIONAL PARA LA CLASIFICACION DE BUQUES - FUNDADO EN 1828

Issued in lieu of certificate No 621418 followin change of name and Owners, flag and port for Registry.

CERTIFICATE OF CLASSIFICATION
CERTIFICADO DE CLASIFICACION

Certificate *Certificado* No. 641994

No. 35 P 387 in Register Book *en el Registro*

Annex to hull certificate No. 54222 *Annexo al certificado casco* "ESTONIA"

MACHINERY / *MAQUINAS*

This is to certify that the machinery of the above named ship, has been surveyed for renewal
El abajo firmante certifica que las máquinas del buque han sido

of the certificate at/*en* Stockholm in/*en* June/July 1990

by surveyors to the Society, in accordance with the requirements of the Rules.
por el personal técnico de la Sociedad, de acuerdo con las prescripciones del Reglamento.

Main machinery/*Máquina principal :* Four Diesel engines, type MAN 8 L 40/45, 8 cyl., 4 cycle, single acting, supercharged, Nos 1080005 and 008-010

Total *Potencia* effective power *total* 17600 kW (*kW (* 23913 hp) at *CV) a* 600 r.p.m. determined by *r.p.m.* testing

Built at/*Construida en :* Augsburg by/*por :* MAN Maschinenfabrik Augsburg-Nürnberg AG

Completed in/*Acabada en :* April 1980

The machinery has been entered in the Register Book with the mark : ✠ MACH
Las máquinas han sido inscritas en el Registro con la marca :

This certificate, issued within the scope of the Bureau Veritas Marine Branch General Conditions, is valid
Este certificado, expedido con arreglo a las Condiciones Generales de la Rama Naval del Bureau Veritas, es valido
until *hásta* JULY 15 1995

The installations covered by this certificate are surveyed under the continuous survey system
Las instalaciones cubiertas por este certificado están sometidas a la reclasificación

Propeller-shaft : Type, periodicity of survey : two LB 10
Eje de cola : Tipo, periodicidad de la visita :

Date of last complete survey/*Fecha de la última visita completa :* Dec 1988

Date of last partial survey/*Fecha de la última visita parcial :* Dec 1988

The validity of the assigned class is conditioned upon due compliance with the requirements of Chapter 2 of the Rules regarding maintenance of class.
La validez de la cota attribuida depende de la aplicación de las prescripciones del Capitulo 2 del Reglamento relativas al mantenimiento de la cota.

At/*Expedido en* Gothenburg , on/*el* 12 January 19 93

For/*por el* Bureau Veritas,

(Signature and stamp)
Firma y sello

H Olsson

BUREAU VERITAS EXPERT de BORD PARIS 1828 REGISTRE INTERNATIONAL

Bureau Veritas

(37)

INTERNATIONAL REGISTER FOR CLASSIFICATION OF SHIPS - ESTABLISHED 1828

REGISTRO INTERNACIONAL PARA LA CLASIFICACIÓN DE BUQUES - FUNDADO EN 1828

Issued in lieu of certificate No 037015 following change of name and Owners, flag and port of Registry

CERTIFICATE OF CLASSIFICATION

CERTIFICADO DE CLASIFICACIÓN

Certificate No. 54222 *Certificado*

No. 35 P 387 in Register Book *en el Registro*

"ESTONIA"

HULL / *CASCO*

This is to certify that the above named steel motor ship has been surveyed for renewal
El abajo firmante certifica que el buque ha sido

of the certificate at/*en* Stockholm in/*en* June/July 1990

by Surveyors to the Society, in accordance with the requirements of the Rules.
por el personal técnico de la Sociedad, de acuerdo con las prescripciones de Reglamento.

Owners/*Armador :* ESTLINE A/S

Flag/*Bandera :* Estonian Port of Registry/*Puerto de matrícula :* Tallin

Registered tonnage, Gross/*Arqueo bruto :* 15 566,89 RT Net/*Neto :* 8 372,46 RT

Built at/*Construido en :* Papenburg by/*por :* Jos. L. Meyer

Completed in/*Acabado en :* July 1980

The ship has been entered in the Register Book with the classification symbols :
El buque ha sido inscrito en el Registro con los símbolos de clasificación :

I 3/3 E

and the marks and notations :
y las marcas y menciones

✠ PASSENGER FERRY
DEEP SEA
ICE CLASS I A
✠ (AUT)

This certificate, issued within the scope of the Bureau Veritas Marine Branch General Conditions, is valid
Este certificado, expedido con arreglo a las Condiciones Generales de la Rama Naval del Bureau Veritas, es válido

until JULY 15, 1995
hasta

The hull of the ship is surveyed under the continuous survey system
El casco del buque está sometido a la reclasificacion

Date of the two last periodical bottom surveys/*Fecha de las dos ultimas visitas periodicas de la carena :*
in drydock/*en digue seco :* May 1990 in water/*submarina :* May 1989

The validity of the assigned class is conditioned upon due compliance with the requirements of Chapter 2 of the Rules regarding maintenance of class.
La validez de la cota attribuida depende de la aplicación de las prescripciones del Capitulo 2 del Reglamento relativas al mantenimiento de la cota.

At/*Expedido en* Gothenburg , on/*el* 12 January 19 93

For/*por el* Bureau Veritas,

(Signature and stamp)
Firma y sello

H Olsson

BUREAU VERITAS EXPERT de GÖTEBORG PARIS 1828 REGISTRE INTERNATIONAL

SUPPLEMENT No. 220

Extract from the Trim and Stability booklet of MV WASA KING.

Ship Consulting Ltd Oy

Turku 20.1.1991

WASA KING

TRIM AND STABILITY BOOKLET

SHIP CONSULTING LTD OY
KRESSUNKATU 31
20460 TURKU
F I N L A N D

TELEPHONE +358-21-471 281
TELEFAX +358-21-471 282
MOBILE +358-49-524 773
BANK OKOBANK FINLAND
ACCOUNT 571066-22441

SHIP CONSULTING

CONTENTS

G E N E R A L P A R T I C U L A R S

SHIP'S NAME :	WASA KING ex Silja Star ex Viking Sally	
SIGNAL LETTERS :	OIKW	
PORT OF REGISTRY :		
OWNERS NAME :		
BUILDERS NAME AND ADDRESS :	Jos. L. Meyer, Papenburg-Ems	
SHIP'S NUMBER :	590	
DATE OF KEEL LAID :		
MAIN DIMENSIONS :	Length over all	157.02 m
	Length between perp.	137.40 m
	Breadth mld	24.20 m
	Depth to A deck	7.65 m
	Draught	5.567 m
BLOCK COEFFICIENT :		0.681
DISPLACEMENT (1.025 t/m^3) : T = 5.567 M		12708 T

GENERAL

This Trim and Stability Booklet is based on Maierform's Hydrostatic Particulars 6891.06-171.120, Cross Stability Curves Values 6891.01-171.200 and Damage Stability Diagram 6891.01-115.600 and Inclining experiment 11.01. 1991.

The difference of Light Ship Weight between the two inclining experiments was 313 t. The largest parts in additional weights were 'Duck tail' and additional insulation between passenger cabins.

The Duck tail's volume and effect to KM is not included in hydrostatic particulars. (Reduced trim and give more stability). During inclining experiment the Duck tail was over water surface all the time.

In loading cases 4 and 5 there has been shown stability curve and GM-values in various numbers of passengers. In loading cases 6, 7 and 8 there has been shown GM-values in various numbers of trailers.

The damage stability diagram has been calculated with the following criterions:

- GM at least 0.05 m
- Max. heel in unsymmetrical cases not more than 7°
- Margin line not immersed in the final stage of flooding.

The following tanks and spaces are connected with cross-flooding ducts:

- Heeling tanks (Tank 13 and 14)
- Sauna fr 110 - 120 from CL-side P & S
- Fresh water tanks fr 120 - 132 P & S

LOAD CASE 8

AS CASE 6 BUT 10 % OF BUNKERS AND STORES AT ARRIVAL

	Weight	VCG from BL	Mom	LCG from A_{pp}	Mom	Free surf
	t	m	tm	m	tm	tm
Light ship weight	9733	11.56	112513	60.76	591377	
Crew + effects	20	22.00		55.00		
Provision + stores	60	10.00		46.00		
Heavy Fuel Oil						
Day tank 36	24	2.82		36.23		
Day tank 37	18	2.81		36.62		
Total of HFO	42	2.82		36.40		105
Diesel Oil						
Day tank 41	13	2.91		31.03		
Total of DO	13	2.91		31.03		39
Lubric. Oil						
Lubr oil tank 25	6	0.55		45.40		
Lubr oil tank 26	6	0.55		45.40		
Lubr oil tank 27	6	0.55		45.40		
Lubr oil tank 28	6	0.55		45.40		
Lubr oil supply t 30	5	0.55		50.15		
Kamewa tank 50	1	0.60		24.60		
Kamewa tank 51	1	0.60		23.40		
Kamewa tank 52	1	0.60		23.40		
Stern tube oil 55a	2	0.71		15.06		
Total of LO	34	0.56		42.41		
Fresh Water						
Tank 5	15	2.79		113.65		
Circulating tank 17	10	0.60		58.30		
Cool water tank 22	3	0.57		55.40		
Cool water tank 29	10	0.67		45.80		
Total of FW	38	1.48		76.63		166
Bilge water 33	22	0.55		35.83		

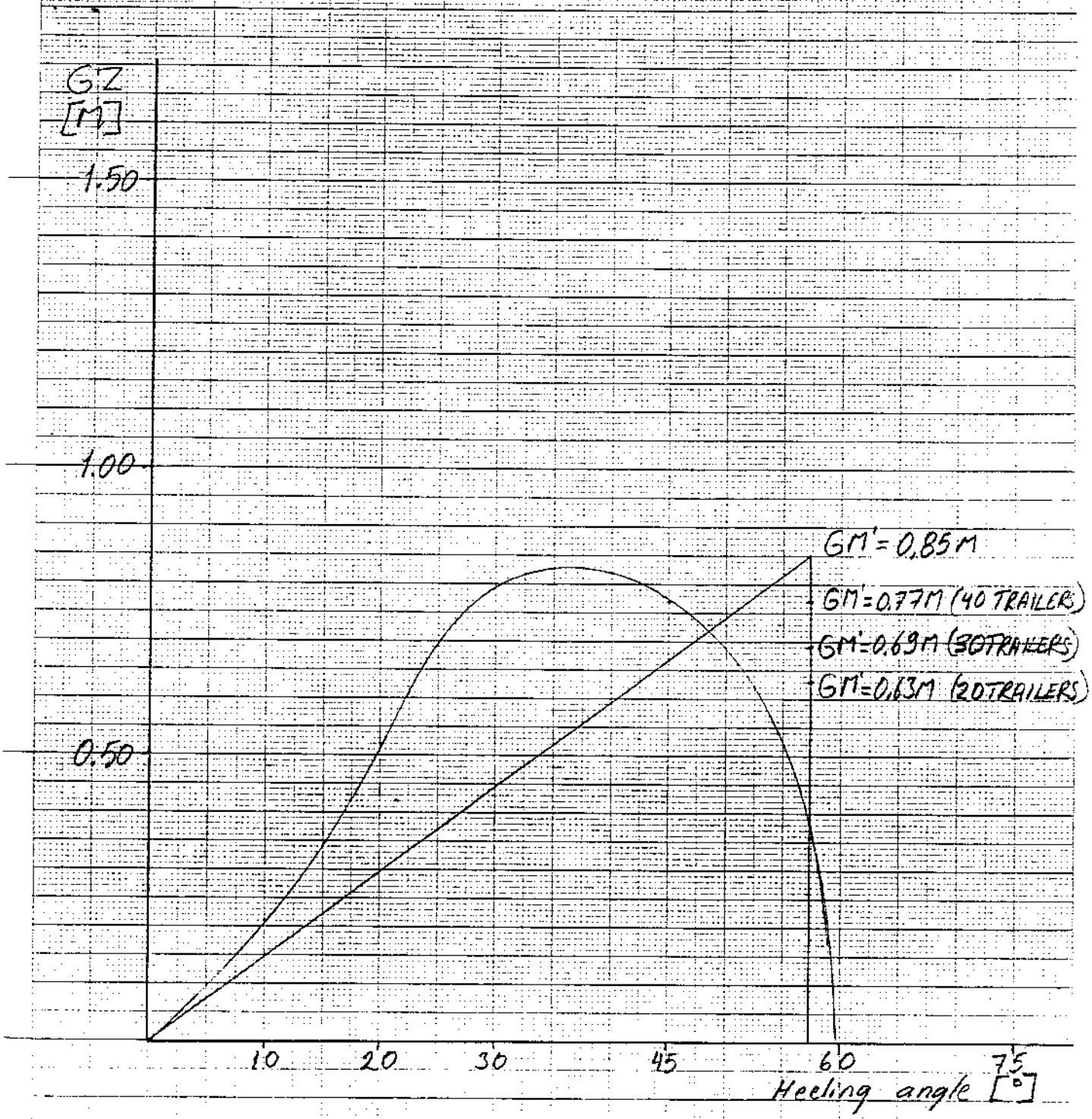
Water Ballast						
Fore peak tank 1	176	4.45		133.92		
Trim tank 2	303	4.69		121.40		
DB tank 6	88	0.64		104.84		
Total of WB	567	3.99		122.72		
2000 passenger+lugg	200	16.40		71.50		
Swimming pool	40	2.00		97.50		160
47 trailers a' 36 t	1692	9.50		66.50		
Dead weight	2694	8.52	22959	77.87	209790	470
Displacement	12427	10.90	135473	64.47	801167	470

Mean draught	5.47 m	KM	11.79 m
Trim	-0.12 m	KG	10.90 m
Draught aft	5.53 m	GM	0.89 m
Draught forw	4.41 m	MM'	0.04 m
		GM'	0.85 m

Calculation of curve of statical stability

Heeling	10°	20°	30°	45°	60°	75°
sin	0.1736	0.3420	0.5000	0.7071	0.8660	0.9659
KN	2.11	4.26	6.27	8.51	9.26	8.91
KG'*sin	1.90	3.74	5.47	7.74	9.47	10.57
GZ	0.21	0.52	0.80	0.77	-0.21	-1.66

Ship Consulting	LOAD CASE 8	WASA KING
Turku Finland	FULLY LOADED TO DRAUGHT 20.01 1991/VM7	
	5.567 M AT ARRIVAL	



SHIP CONSULTING

REPORT ON INCLINING EXPERIMENT

Ship : M S W A S A K I N G

Owner: SALLY LINE AB MARIEHAMN

Main dimensions:

LENGTH OVER ALL	155.40 m
LENGTH BETWEEN PERP.	137.40 m
BREADTH MOULDED	24.20 m
DEPTH TO A DECK	7.65 m
DEPTH TO C DECK	13.40 m

Date: 11.01 1991 betw. 16.00-19.00 o'clock

Place: MASA YARDS TURKU

- SPEC. GRAVITY OF SEAWATER 1.004 t/M^3
- TEMPERATURE abt.-6 centigrade
- TEMPERATURE OF WATER abt. 0 centigrade
- WIND no wind

Present:

MR ALF ANDERSSON	MS WASA KING
MR CARL GUNNAR EKSTRAND	MS WASA KING
MR BO HENRIK STOLPE	MS WASA KING
MR TIM R. E. AUTERO	Finnish Board of Navication
MR VELI-MATTI JUNNILA	Ship Consulting

SHIP CONSULTING

READED DRAUGHTS

	DRAUGHT MARK	DISTANCE TO SEA-LEVEL		DRAUGHT	MEAN
d_{AP}			=		5.07
d_{ASB}			=		
d_{MP}	5.567	- 0.61	=	4.957	5.082
d_{MSB}	7.667	- 2.46	=	5.207	
d_{FP}	5.20	- 0.08	=	5.12	5.12
d_{FSB}	5.20	- 0.08	=	5.12	

TRIM $d_F - d_A$ = 5.12 - 5.07 = +0.05 m

HOGGING CORRECTIONS
Fo = $d_M - \frac{1}{2} (d_F + d_A)$ =
= 5.082 - ½ (5.12 + 5.07) = 0.013 m

CORRECTED MEAN DRAUGHT = d_M + Cb x Fo
= 5.082 + 0.667 x 0.013 = 5.091 m
Cb = block coefficient at draught of 5.10 m

Displacement at draught 5.091 m is 11132 t and LCG -3.657 m

TANKS TO BE SUBTRACTED

TK8	DB-TANK 8	53,55	86,60	0,00	0,55	236
TK41	DO DAY TANK	11,56	31,03	0,00	2,85	4
TK 45	OVERFLOW TANK 45	1,19	35,78	0,00	0,10	8
TK20	DB-TANK 20	3,49	59,87	0,00	0,25	27
TK10	H-TANK 10	42,75	74,20	0,00	1,30	150
TK11	H- TANK 11	27,55	74,20	0,00	1,28	150
TK38	SETTLING TANK 38	21,38	32,20	0,00	2,30	10
TK39	SETTLING TANK 39	13,59	33,84	0,00	1,85	7
TK36	HFO DAY TANK 36	17,29	36,23	0,00	2,20	8
TK37	HFO DAY TANK 37	19,79	36,62	0,00	2,81	6
TK40	OVERFLOW TANK	3,04	34,38	0,00	0,11	74
TK4A	TANK 4A	70,00	114,25	0,00	2,72	48
TK4B	TANK 4B	65,00	114,25	0,00	2,65	48
TK5	TANK 5	135,00	113,65	0,00	2,70	138
TK44	SLUDGE OIL	5,50	32,20	0,00	0,11	123
TK33	BILGE WATER	21,00	35,83	0,00	0,53	50
TK42	DIRTY OIL	6,20	33,85	0,00	0,35	12
TK17	FRESH WATER CIRCUL.	13,70	58,30	0,00	0,52	14
TK22	COOLING WATER	1,00	55,40	0,00	0,35	3
TK29	COOLING WATER	7,00	59,82	0,00	0,32	11
TK6	DB-TANK 6	87,95	104,84	0,00	0,64	0
TK2	TRIM TANK 2	303,06	121,40	0,00	4,69	0
TK1	FORE PEAK TANK 1	175,98	133,92	0,00	4,45	0
TK24	THERMAL OIL TANK 24	5,13	45,78	0,00	0,25	13
TK25	LUBR OIL TANK 25	11,88	45,40	0,00	0,45	3
TK26	LUBR OIL TANK 26	9,00	45,40	0,00	0,40	3
TK27	LUBR OIL TANK 27	9,90	45,40	0,00	0,42	3
TK28	LUBR OIL TANK 28	9,72	45,40	0,00	0,41	3
TK30	LUBR OIL SUPPLY TANK 30	5,85	50,15	0,00	0,32	7
TK32	LUBR OIL TANK 32	7,74	47,40	0,00	0,55	3
TK50	KAMEWA TANK 50	0,88	24,60	0,00	0,25	2
TK51	KAMEWA TANK 51	1,71	23,40	0,00	0,50	0
TK52	KAMEWA TANK 52	1,71	23,40	0,00	0,50	0
TK55A	STERN TUBE OIL	0,99	15,06	0,00	0,20	5
TK55	STERN TUBE TANK	0,59	15,10	0,00	0,30	1
	GEAR OIL STORAGE	1,35	39,40	0,00	3,50	0
TK13	HEELING TANK SB	28,60	78,10	0,00	0,52	193
TK14	HEELING TANK P	129,90	77,60	0,00	1,91	73
	TOTAL OF TANKS	1331,52	98,42	0,00	2,73	1436

SHIP CONSULTING

SUBTRACTED WEIGHT

CODE NUM.	WEIGHT T	NAME	FRAME NO	FROM DECK	FROM CL	DECK NO
	0.3	FORK LIFT PLATFORMS	5	0.2	0	2
	1.3	FORK LIFT	10	0.7	0	2
	0.5	VENEER	59	0.6	0	2
	16.0	WASTE CONTAINERS	53	0.8	0	2
	1.5	EMPTY CONTAINER	122	2.4	0	2
	0.1	CLEANING EQUIPMENTS	105	0.2	0	0
	0.1	CLEANING EQUIP.	100	0.2	0	1
	0.8	INSULATION MATERIALS	45	0.5	0	8
	1.5	FUEL FOR EMER. GENER.	76	0.9	0	8
	1.9	STEEL PLATES	57	0.6	0	8
	1.75	CARPETS	8	1.0	0	1
	1.0	GLASS	8	0.3	0	1
	0.5	MATERIALS	7	0.2	0	1
	2.8	MATERIALS	13	1.2	0	1
	1.0	FORK LIFT	25	0.5	0	1
	0.25	TOOLS	26	0.2	0	1
	1.5	PROVISIONS	35	0.8	0	1
	3.5	PROVISIONS	37	0.8	0	1
	0.05	CLEANING EQUIP.	118	0.2	0	9
	0.1	COPY MACHINE	110	0.7	0	7
	0.15	LINEN STORE	117	1.0	0	7
	0.1	OFFICERS DAY ROOM	110	0.8	0	7
	0.4	MISCELLANEOUS	95	0.5	0	7
	0.05	HOSPITAL	90	0.6	0	7
	1.3	MATERIALS	81	0.3	0	7
	2.0	MISCELLANEOUS	80	0.7	0	7
	0.15	MATERIALS	54	0.3	0	7
	0.3	MESS ROOMS	25	0.5	0	7
	0.15	SPORT ROOM	10	0.8	0	8
	0.4	MATERIALS	73	0.3	0	7
	0.2	LINEN STORE	28	0.7	0	6
	0.4	GALLEY	47	1	0	6
	0.24	CARPETS	81	0.4	0	6
	2.9	CARPETS	80	0.5	0	5
	0.15	WELDING MACHINE	40	0.5	0	5
	1.3	CARPETS	81	0.6	0	4
	0.6	INSULATION MATERIALS	82	0.8	0	4
	0.42	CARPETS	82	0.6	0	4
	0.1	STORES	42	0.6	0	4
	0.6	WASTE	75	0.3	0	4
	0.1	REFRIGERATOR	122	0.6	0	4
	5.6	PROPELLER SPARE PLADES	15	0.4	0	2
	0.2	U-PROFILES	25	0.2	0	2
	0.8	I-PROFILES	25	0.2	0	2
	0.3	WASTE	24	0.2	0	2
	0.9	WASTE	70	0.4	0	2
	1.1	ICE AND SNOW	80	0.0	0	7
	0.9	ICE AND SNOW	85	0.0	0	8
	0.1	ICE AND SNOW	120	0.0	0	10

SHIP CONSULTING

SUBTRACTED WEIGHT

CODE NUM.	WEIGHT T	NAME	FRAME NO	FROM DECK	FROM CL	DECK NO
	3.2	MATERIALS IN ENG ROOM	60	0.2	0	1
	1.65	22 PERSONS IN SHIP	80	1.1	0	5
	3.75	CREW'S PERS. GOODS	70	1.0	0	7
	66.96	TOTAL OF SUBTRACTED WEIGHT	40.12		12.22	

SHIP CONSULTING

PENDEL NUMBER 1 LENGTH OF PENDEL 4455 MM

NAME OF OBSERVERS: TOMI JUNNILA

LOCATION OF PENDEL: ON CARDECK AFTER

CASE NO	NUMB. OF OBS.	1	2	3	4	5	6	7	8	9	10	SUM	MEAN VALUE	LIST
I	1	2330											2330	0.00
II	1	2252											2252	1.00
III	1	2226											2226	1.34
IV	1	2324											2324	0.08
V	1	2388											2388	0.75
VI	1	2454											2454	1.59
VII	1	2511											2511	2.33
VIII	1	2415											2415	1.09
IX	1	2343											2343	0.17

SHIP CONSULTING

PENDEL NUMBER 2 LENGTH OF PENDEL 4470 MM

NAME OF OBSERVERS: BO HENRIK STOLPE

LOCATION OF PENDEL: ON CARDECK AFTER

CASE NO	NUMB. OF OBS.	1	2	3	4	5	6	7	8	9	10	SUM	MEAN VALUE	LIST
I	1	728											728	0.00
II	1	650											650	1.00
III	1	622											622	1.36
IV	1	723											723	0.06
V	1	788											788	0.77
VI	1	853											853	1.60
VII	1	910											910	2.33
VIII	1	813											813	1.09
IX	1	742											742	0.18

SHIP CONSULTING

HEELING TANK SOUNDINGS AND VOLUMES

CASE NO	LIST	PORT SOUN cm	SIDE CORR cm	VOL m^3	WEIG t	TCG m	SB-SIDE SOUN cm	COR cm	VOL. m^3	WEIG. t	TCG m
I	.6°SB	450	452	129.7	129.9	-8.69	121	119	28.5	28.6	7.57
II	.4°P	485	483	141.8	142.3	-8.74	68	70	16.4	16.5	7.34
III	.7°P	491	494	146.1	146.8	-8.75	47	50	11.8	11.8	7.20
IV	.5°SB	453	455	130.9	131.4	-8.70	116	114	27.2	27.3	7.54
V	1.3°SB	422	427	120.0	120.5	-8.67	161	155	38.1	38.3	7.69
VI	2.2°SB	391	399	109.3	109.7	-8.59	206	199	48.6	48.8	7.95
VII	2.8°SB	365	375	100.2	100.6	-8.54	246	235	57.9	58.1	8.13
VIII	1.7°SB	411	417	116.2	116.7	-8.63	179	171	41.7	41.9	7.79
IX	.8°SB	446	449	128.5	129.0	-8.72	126	123	29.6	29.6	7.59

SHIP CONSULTING

D U R I N G E X P E R I M E N T

MEAN MOULDED DRAUGHT	5.091	m
TRIM	+0.05	m
SEAWATER DENSITY	1.004	ton/m³
DISPLACEMENT	11132	t
HEIGHT OF METACENTER ABOVE BL	11.69	m

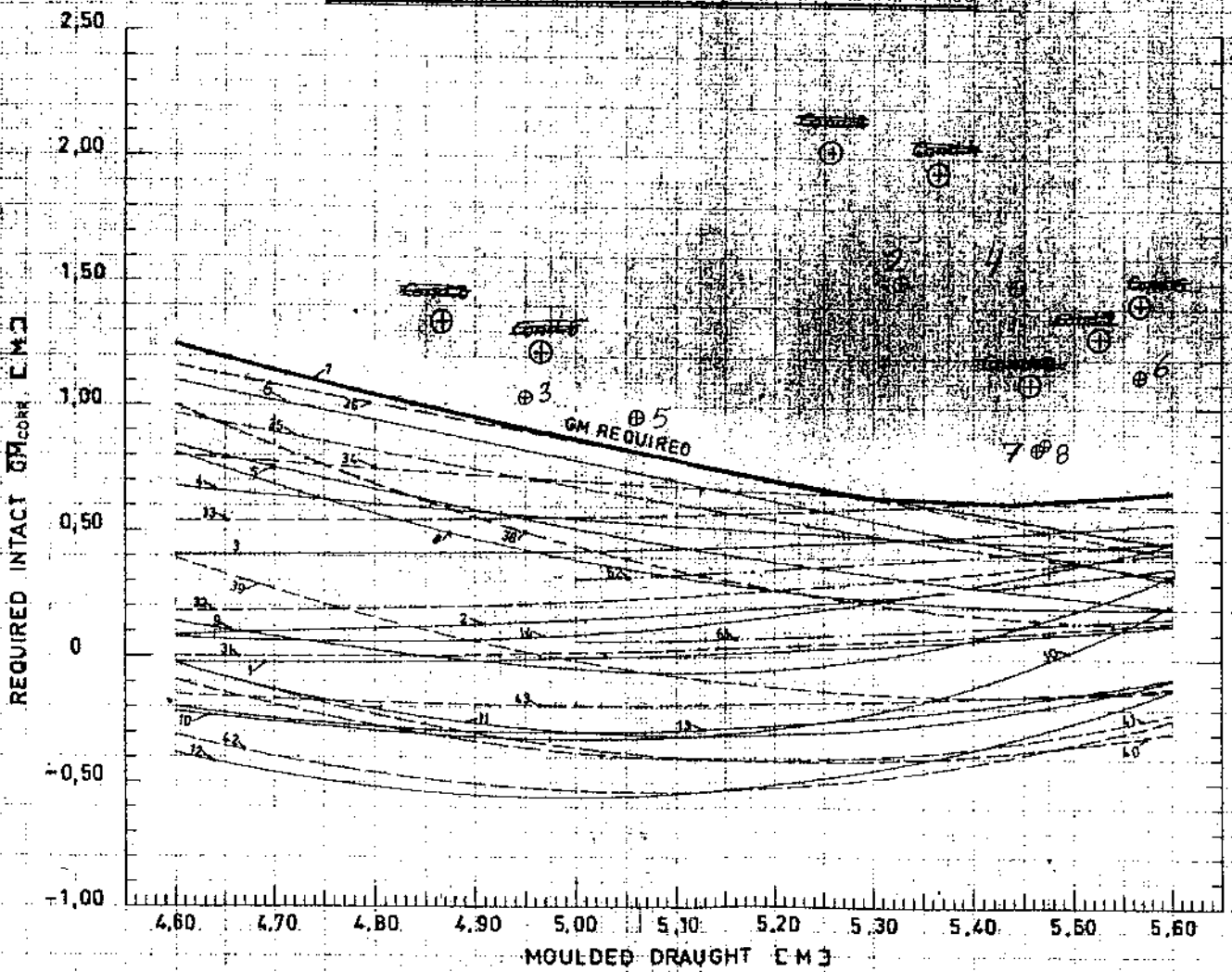
CASE NO	INCLINING WEIGHT (TON)	INCLINING MOMENT (TONM)	TOTAL MOM (TONM)	INCLINING ANGLE DIFFER. (DEG)	TOTAL (DEG)	METACENTRIC HEIGHT GMI (M)
II	12.14	196.30	196.30	1.00	1.00	1.011
III	4.47	71.55	267.86	0.35	1.35	1.021
IV	15.36	-247.24	20.62	-1.28	0.07	0.994
V	10.94	-178.38	-157.76	-0.83	-0.76	1.068
VI	10.64	-174.96	-332.72	-0.84	-1.595	1.073
VII	9.24	-153.38	-486.10	-0.73	-2.33	1.073
VIII	16.16	267.44	-218.66	1.24	-1.09	1.032
IX	12.24	200.45	-18.21	0.92	0.17	1.127

METACENTRIC HEIGHT DURING EXPERIMENT	GM = 1.050 M
FREE SURFACE CORRECTION	GMC = 0.129 M
CORRECTED METACENTRIC HEIGHT	GM0 = 1.179 M
HEIGHT OF METACENTER ABOVE BL	KM =11.690 M
CENTRE OF GRAVITY ABOVE BL	KG =10.511 M

L I G H T S H I P

	WEIGHT (TON)	CENTRE OF GRAVITY FROM LPP/2 (M)	CL (M)	BL (M)
DURING EXPERIMENT	11132	-3.553	0.00	10.511
WEIGHTS TO BE ADDED	0	-0.000	0.00	0.00
WEIGHTS TO BE SUBTRACTED	67	-28.58	0.00	12.22
TANKS TO BE SUBTRACTED	1332	+29.72	0.00	2.73
LIGHT SHIP	9733	-7.934	0.00	11.564
INCLINING TEST 21.6 1980	9420	-7.02	0.00	11.31
DIFFERENCE	313	-0.914	0	+0.254

DAMAGE STABILITY DIAGRAM



NOTES:

THE VESSEL'S CALCULATED AVAILABLE GM_{CORR} MUST ALWAYS BE ABOVE OF THE CURVE OF "GM-REQUIRED"

⊕ = GM VALUES AVAILABLE FOR INTACT VESSEL OF REPORT

SUPPLEMENT No. 221

Section 45 of the Commercial Vessel Degree no. 261/1920.
12.12.1920.

45 §.

Rungonkatsastus toimitetaan ennen kuin alusta saadaan käyttää ja sen jälkeen merimatkustaja-aluksissa joka vuosi, muissa matkustaja-aluksissa joka toinen vuosi, merilastialuksissa joka kolmas vuosi sekä konevoimalla kulkevissa rannikkoaluksissa ja sisävesien koneilla kulkevissa lastialuksissa joka neljäs vuosi. Jos alus ylläpitää talviliikennettä, tulee se joka vuosi, ennenkuin tämä alkaa, katsastuttaa, jollei katsastusta sellaista liikennettä varten ole aikaisemmin vuoden kuluessa talvipurjehduksen päätyttyä toimitettu. Katsastus toimitetaan, kun alus on otettu tokkaan tai seisoo telakalla, sekä ennen kuin runko on kitattu tai maalattu.

Vastamainitussa toimituksessa on katsastettava myöskin kaikkien pelastusveneiden rungot.

Jos aluksella on luokka merenkulkuhallituksen hyväksymässä luokituslaitoksessa sitä liikennettä ja kulkuvettä varten, jossa alusta käytetään, olkoon se, niinkauan kuin luokitustodistus on voimassa, vapautettu edellä määrätystä katsastuksesta; kuitenkin, milloin alusta, jolla talviliikennettä ylläpidetään, ei ole laitoksen toimesta tässä suhteessa sitä vuotta varten katsastettu, toimitettakoon katsastus niin kuin yllä on sanottu.

Jos hyväksytyn luokituslaitoksen asiantuntija on toimittanut rungonkatsastuksen, olkoon siitä annettu todistus tässä maassa pätevä.

45 §.

Skrovbesiktning verkställes innan fartyget får användas och sedermera å sjögående passagerarfartyg varje år, å övriga passagerarfartyg vart annat år, å sjögående lastfartyg vart tredje år samt å kustgående maskindrivet lastfartyg och maskindrivet lastfartyg för inre farvatten vart fjärde år. Underhåller fartyget vintertrafik, bör detsamma varje år innan denna vidtager undergå besiktning, såframt besiktning för dylik trafik icke tidigare under året efter avslutad vinterseglation verkställts. Besiktning verkställes, medan fartyget är intaget i docka eller står på slip samt innan skrovet blivit spacklat och målat.

Vid nu nämnda förrättning bör besiktning verkställas jämväl å samtliga för livräddning avsedda båtars skrov.

Innehar fartyg klass i klassificeringsanstalt, som av sjöfartsstyrelsen godkänts, för den fart och det farvatten, vari fartyget användes, skall detsamma, så länge klassificeringscertifikatet är gällande, vara befriat från ovan föreskrivna besiktning; dock att, där fartyg, varmed vintertrafik underhålles, icke blivit i sådant avseende genom anstaltens försorg för året besiktigat, besiktning skall äga rum på sätt ovan är sagt.

Är skrovbesiktning verkställd av expert för godkänd klassificeringsanstalt, vare häröver utfärdat bevis här i landet giltigt.

SUPPLEMENT No. 222

Decision of the Finnish Maritime Administration 1921 to approve certain classification societies for carrying out hull surveys.

Jefim Sonkins anhållan om tillstånd att till utlandet försälja motorskonerten "Venus" om 70,97 nett. registerton.

18/I 1921 B. D. N:o 12/2 A.

N:o 10.

Chefens för Sjöfartsafdelningen på grund af Sjöfartsbyråns förslag gjorda framställning att fartyg som innehava klass i någon av klassificeringsanstalterna Lloyds Register of British and Foreign Shipping, Bureau Veritas, Germanischer Lloyd, British Corporation eller det Norske Veritas för den fart och det farvatten, vari fartyget användes, skola tills vidare och så länge klassificeringscertifikatet är gällande vara befriade från skrovmaskin- och pannbesiktning;

att utländska fartyg, med undantag af passagerarefartyg, som innehafva intyg öfver att de undergått besiktning utomlands af vederbörlig myndighet och blifvit godkända för färder, i hvilka äfven Finland inbegripes, skola tillsvidare och tills dess Sjöfartsstyrelsen närmare bestämmer, hvilka utländska myndigheter och af dem utfärdade besiktningsintyg skola här i landet godkännas, vara befriade från besiktning. För isgående fartyg gäller vad därom stadgats; samt

att fartyg som innehafva högsta klass i Register of British and Foreign Shipping och British Corporation samt fartyg med isförstärkning och högsta klass enligt Bureau Veritas, Germanischer Lloyd eller Det Norske Veritas för det farvatten det anatt förorda bifall till den gjorda ansökan.

Beslöts att med stöd af stadgandet i §: 45 i förordningen angående handelsfartyg af den 18 Oktober 1920 godkänna nämnda klassificeringsanstalter samt att i cirkulär delgifva Sjöfartsinspektörerna detta beslut äfvensom intaga detsamma i Styrelsens meddelanden.

Däremot och då Sjöfartsstyrelsen allaredan den 7 innevarande januari gjort hänvändning till Statsrådet i det afseende andra stycket innehåller och Sjöfartsstyrelsen icke eger ändra förordningens bestämmingar angående fartygs isförstärkning, lämnades framställningen till denna del utan afseende.

Maanantaina
Tiistaina
1921 Torstaina
24.1 (?)