

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5 March 29 When handed in at Local office 5 March 29 Port of ~~Lübeck~~

No. in Reg. Book 84949 Survey held at ~~Lübeck~~
IRON on the Wood, Iron or Steel Sc. 3 Mst. Sr " STETTIN " 10
TONNAGE GROSS 876
UNDER D.K. 857
NET 528

Built at Glasgow By whom Barclay Curle & C° When 1864 11
Owners Lübeck Hull & Bremen S.P.C.L.D. Owners' Address as recorded
Managers T Currie & C° Port belonging to ~~Lübeck~~

Surveyed Afloat or in Dry Dock? both Name of Dock Prince of Wales Destined Voyage Hamburg

WB = Cell DB or DBa feet; uE&B feet; f ^{dry even} feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8638 Port Dur

Particulars of Classification (which must be inserted precisely as in Register Books & Supplements).

CHARACTER, Or for Special Survey, Date last Survey and of Periodical Survey.	Machinery and Boiler Survey including date of N.R., if any.
+ A 1 6.27	LMC 11.24
SS Lta 5 N. 3 11.24	+ NDB 11.24
TS 6.27	RDB 5.6

(Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Offered to Society's Freeboard (if assigned) as painted on Ship and now verified 2 5½ ins.

Damages, Reputation, not denied Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SS 6.7 N. 1 (also for damage to Hull plate on P. bow)

The hull placed in dry dock, the holds & tanks cleaned and examined. A sufficient amount of ceiling removed to allow condition of structure below same being ascertained, examination showed that the condition of the structure was satisfactory, except in way of bottom of bulkhead at forward and at after end of N. 2 hold space (for repairs in end of report). The ceiling removed in coal bunkers in accordance with rule requirements and the condition of structure in way found satisfactory. The bulges & timbers throughout cleaned out examined and were satisfactory. The framing and with

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates	Frames	E. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
Removed	/							
Removed and Fair'd or Repaired		/						
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Decking, Plates under Sounding Pipes	good	Copper, or I.M. of Wood Vessels
Caulking of Decks	"	State if Tanks now tested	"	Engine Room Skylights	"	(State if on Pier)
Couplings	"	Bulkheads	good	Coal Bunkers, Open'g, Lids, &c.	"	When put on, Month
Beams & Fastenings	"	Ceilings	"	Scrapers	"	Year
Outside Plating	"	Cement or Asphalt (State white.)	comm	Gage Hatchways	"	Boats
Breasthooks	"	Rudder	good	Hatches	"	Masts, Tubs, &c.
Transoms	"	Steering gear and its connections	"	Planking	of Wood Vessels	Condition, how ascertained
Frames	"	Windlass	"	Caulking	ditta	(State if wedged removed)
Reverse Frames	"	Have Pumps now been examined and found efficient?	yes	Treenails	ditta	9 from deck
Longitudinals	/	Have Safety Valves now been examined and found efficient?	yes	Breasthooks & Stemson	ditta	700
Transverse	/	Have Watertight Doors now been examined and found efficient?	yes	Transoms, Painters, & Crutches	ditta	Sails
Floors	good	Have Ventilators and their Couplings been examined and found efficient?	yes	Timbers of Frame at openings	ditta	Equipment letter
Knees	"			Ditto ditto at other places	ditta	Anchors, No. of
Stringers	"			Stringers, Clamps & Shells	ditta	3 B 15 116
Inner Bottom Plating	"			Sailing	ditta	Cabin (State if more required)

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and 1-24, &c."

This vessel is not in efficient condition, and is eligible in my opinion to remain as classed, and to have record of Survey 2.29, and notation of SS N. 1-29.

It is recommended that the notation, concerning damage to shell plating, be "removed from 'Special Reasons list'"

Survey Fee (per Section 20) £ 11 5 0 Fees applied for, 8-3-1929
Special Damage or Repair Fee (if any) £ Received by me, 6-3-1929

Travelling Expenses (if chargeable) £ 1 Second Surveyor's Fee (if any) £ 1

Committee's Minute TUE. 18 MAR 1929

Character Assigned A1 without spl. condn. CERTIFICATE TEN

5.2.29 S.S. N. 1-29 L.M.C. 2.29 Subject-



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surfaces of shell plating examined, cleaned and re-coated where necessary, and in some cases where the shell riveting was found to be effected by "just found" in way of frames to shell the rivets were cut out the rust removed and frames re-riveted. The cement was found to be adhering satisfactorily to shell the double bottom tanks forward and the deep tanks fitted in accordance with Rule requirements and their condition now good, these tanks also the Fore & After Peaths examined internally, cleaned & re-coated as found necessary and now in good condition. The bulkheads examined, the wood either now re-caulked where found necessary. The masts (edges removed), rigging, anchors, and general equipment examined and all now in good condition. The hatch covers and supports, the tarpaulins, cleats and latches now in good condition. The steering gear (hand gear) and connections rods, chains, sheaves, rudder (repairs made if req'd). quadrant, tiller, windlass, pumps, water tight door, and air and winding pipes all examined, overhauled as found necessary and their condition now good. Doublets plates below winding pipes found in order. Tub and riveted Repairs for Condition:— The Bulkhead plating at forward and after end of N.^o. 2 Hold space removed at bottom for full breadth. Rudder found slightly twisted the plate ~~at~~ removed, the main piece & plate fairing

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

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and the plate unlined, two pintles removed, and all
quadrants unbushed. The Fournier stay renewed.

Damages: - Particular low shore flat (N. 3 flat) & 2nd terrace below shore terrace removed.

Continuation of ss 6th N.O. :— The engine's tools & spaces were examined also the chain locker & the chain cables ranged.

