

NEWCASTLE-on-TYNE,

18th August, 1919.

JAMES GREGORY

the Ministry of Shipping survey the German Surrendered Steamer S.S. "WILH HEMSOH" on the 22nd July, 1919 and other subsequent dates, whilst she was lying in the River Tyne, and on Clelands Slipway, Willington Quay-on-Tyne, for the purpose of ascertaining as far as practicable, the general condition of the hull, previous to the vessel being taken over by the Ministry of Shipping.

This survey was held in conjunction with Mr. Damslet Norske Veritas Surveyor on behalf of the German Government and also Mr. Barnett the representative of the Appointed Managers.

The following were the only papers relating to the Classification of the vessel, to be found on board -

1. Certificate No. 4292.
Built 1908 Emden.
2. Certificate dated 24th May, 1918 Hamburg.
 * 100 ~~A~~ L (E) with freeboard .Gross 1974
 Nett. 1215, Under deck 1370 tons.
 Length 81.94 metres, breadth 12.03 metres,
 depth 4.78 metres - Germanischer Lloyd.
3. Duplicate Certificate Freeboard -
 F - 0.13
 D - 0.12
 W - 0.0
 0.0
 Berlin dated 7th May, 1914.

It was stated that the vessel had a year or so previously been

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completely submerged for a considerable period and probably all the usual ship's papers were lost on that occasion.

As the vessel had not been docked for sixteen months previous to date and her bottom was very foul it was recommended that she be placed on Clelands Slipway for examination, cleaning and painting. This was done and internal examination was also made as follows: -

All holds, peaks, engine and boiler space, tunnel, bunkers above coal, (the bunkers were about two thirds filled) tween decks, all decks, hatchway coamings, hatch beams, hatch covers, and securing battens etc, windlass, masts, derricks, equipment, watertight doors, pumps, steering gear and connections and boats. The limber boards were lifted from the bilges and tanks tested without lifting the close ceiling on top of same, the tanks were found tight, the close ceiling and cargo battens which are fitted throughout is in good order.

The tanks were not opened out for examination,

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The bunkers where examined were found in good order subject to the clause relating to pitting given below.

It was noticed that pitting of all steel surfaces was general throughout the vessel and was obviously the result of the above mentioned submerging. This pitting is in places very marked especially the weather deck and forward tween decks, but in no place it is sufficiently serious to affect the general efficiency or seaworthiness of the vessel. The forward tween decks were very corroded and badly scaling and it was recommended that this part be chipped, scaled and cleaned.

This was done and the result of the examination was as stated above. This part was then coated.

The following defects were found to exist: - On Starboard side, C strake Plate No. 5 indented. D strake Plates Nos 4, 5 & 6

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indented, plate No. 7 at lower edge wasted, plate No. 9 lower edge
wasted and indented, plates 11 and 12 wavy lower edge, plate 13
set up slightly, plate E 3 slightly indented. Plates G 3 and
4 indented, plate H 3 slightly indented, J 12 plate has doubling
pitted about 24" wide, J 18 indented at transome frame, Nos. 2, 3 and
counter plates indented, Nos. 1 and 2 poop side plating slightly
indented. Plates K 1 and 2 slightly indented. Nos. 1, 2, 3 and
bulwark plates set in and indented in several places. Nos. 3 and
sheerstrake plate from aft set in on top edge. Nos. 6 and 14
bulwark stays buckled.

After length of bilge keel bulb plate missing and
horizontal flange of Tee bar fractured and broken off in way of
the rivet holes. Second length of bilge keel bulb plate
had been repaired by 5" flat bar riveted to Tee bar and the bilge
keel forward of this for the whole length had been repaired with
5" flat bar. The bulb plate rust drawn and bulb plate more or
less wavy for full length.

A few rivets in after keel plate and sole piece of
tern frame found leaking, were now caulked.

On port side - B strake plate No. 3 sharp indent after
1, plate B 13 slightly set up at landing, plate C 8 badly indented,
plates C 11 and 13 slightly set up at landing, D 8 and 9 badly
indented. Plate D 9 at after end landing chipped away close to
rivets, apparently had been leaking previously. Plate No. D 10
sharply indented in several places, plate D 11 slightly indented,
plate D 12 badly set up, plate D 13 slightly set up, plate E 3
set up slightly on lower edge. Plate E 6 indented at fore end.
plates E 7 and 8 badly indented and set up, plate E 9 slightly
indented, plate E 10 indented and wavy. Plate F 2 indented slightly.
plate F 3 sharply indented, plate F 5 sharply indented in several
places, plate F 6 sharply indented in several places. Plate E 7 slightly
indented and E 8 pitted rather badly. Plate E 9 pitted and sharply
indented. Plates G 4 and 11 indented, plates H 10, 11, 12, 13

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Nos. 3 and 4 counter plates indented, Nos. 1 and 2 poop side plates indented, sheerstrake plate Nos. 3 from aft indented at top edge. Bilge keel slightly wavy throughout and had been repaired by 5" flat bar fitted full length. No. 1 poop sheerstrake plate badly indented moulding in way badly indented. After well, No. 5 bulwark plate and rail bar abreast Main mast set in. Nos. 9, 10, 11 and 12 bulwark stays badly bent. Portable gangways fore deck distorted. *

Poop front coaming plate set in. Bulwark rail abreast boiler room bent starboard side. All washport doors not in working order. No. 1 hatch forward starboard corner fractured had been repaired with doubling plate. No. 2 hatch after end set in, lower edge of Nos. 1 and 2 hatch side coamings were buckled and had flanged plates fitted in places. All steel and wood work exposed above weather decks in rusty condition and pitted and bare of paint.

Flying bridge - no shelter fitted. Canvas screens decayed and useless. Compass, soft iron balls adrift. Compass cards and telegraph cards in German. Caulking of deck defective.

Bridge deck caulking defective. Eight glass circles in Engine Room skylight and four in galley skylight broken. Two lifeboats renewed to Board of Trade Requirements. The jolly boat.

ables not ranged $1\frac{1}{2}$ and $1\frac{3}{4}$, three Bower anchors, one stream anchor and one kedge anchor.

Two lengths of $3\frac{1}{2}$ " wire rope, one in good condition and one in very poor condition. One 3" wire rope and one $2\frac{3}{4}$ " wire rope in good condition. Four lengths of 7" manilla rope had been put aboard at Leith.

Rigging - shoe bolts of Nos. 1 3 derricks in double es worn and wasted. Shear poles in rigging badly bent. Commodation in fore-castle dirty, two stoves in fore-castle broken.

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All locks and handles for doors in forecastle out of order.

Side houses under forecastle dirty.

Officers' accommodation - Lavatory very dirty, no bath fitted.

Cook's and Steward's room - upholstery cushions badly worn, and wood work dirty.

2nd and 3rd Officers' Room - upholstery cushions badly worn and wood work dirty.

1st Officer's Room - upholstery cushions badly worn and wood work dirty and no deadlights fitted.

1st Engineer's Room - upholstery cushions badly worn and wood work dirty and no deadlights fitted.

2nd and 3rd Engineers' Room - upholstery cushions badly worn and wood work dirty and no deadlights fitted.

Alleyway to Engineers' accommodation dirty.

Galley very dirty and two top plates of stove broken.

Mess room very dirty.

Chart room and wheelhouse on bridge - wood work dirty.

No curtains or linoleum fitted to any of the accommodation.

All handles and locks more or less defective.

Marconi Room wood work dirty and no deadlights fitted.

Saloon, wood work dirty and no deadlights fitted.

Captain's Room, wood work dirty and no deadlights fitted.

Captain's Bath Room, wood work dirty and no deadlights fitted.

Pantry, wood work dirty and no deadlights fitted.

Store room under poop rusty and scaling.

Hatchway in upper deck under poop - No tarpaulins or hatch battens fitted.

Poop deck and beams in way of transome frame set down in way of steering gear.

Forward Tween decks very rusty, pitted and scaled.

Hatch coamings rusty pitted and scaled.

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No.1 hatch coaming set in board starboard side and no fore and afters, wood covers, locking or hatch batten bars provided.

No.2 hatch coamings rusty pitted and scaled, two hatch beams bent, hatch coaming set outboard on starboard side No fore and afters, locking bars or wood covers provided.

Centre strake of tween deck plating, doubling plates fitted in several places and deck plating wavy in places.

No.1 hold - All iron work rusty, pitted and scaled, close ceiling worn in way of hatchway cement over limbers broken in places. Limbers lifted bilges rusty and dirty.

No.2 hold similar to No.1 except four vertical channel bars for shifting boards badly bent and wasted.

No.3 hold similar to No.1.

Tunnel and recesses pitted rusty and scaled and a number of indents on side plating. Top covered by shield plates.

Lower side stringer bracket starboard side and middle side stringer bracket port side buckled.

Partial deck aft rusty, pitted and scaled, forward beam set down. Tween deck bunkers (part full of coal) where seen rusty pitted and scaled. Lower bunkers part full of coal where seen rusty, pitted and scaled.

Engine and Boiler space rusty, pitted and scaled, under Boilers and engines rusty pitted and scaled.

Inside of tunnel rusty, pitted and scaled.

Peaks rusty pitted and scaled. Fore and After peak tanks, rusty pitted and scaled.

All tanks tested and found tight.

Hand pumps put in order and tested.

Windlass and steering gear overhauled (chains annealed) and put in order.

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The following repairs were considered necessary and have been efficiently executed.

The bulwarks in way of main mast port side were set in and bulwark stanchions bent. These were faired and the stanchions strengthened by angles similarly to those fitted on starboard side which had been done previously.

The deck bar at top of poop front bulkhead was rust drawn and started. This was faired and re-riveted and made watertight.

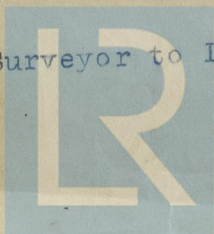
The transome beam to poop deck was found to be sagged, this has now been additionally strengthened by fitting two pillars on same to prevent any damage resulting to securing gear fitted above same. Washport doors overhauled and put in order. Decks recaulked, shoe eyes to derricks renewed, sternpost to main rigging faired. Two forecastle stoves repaired, locks and handles in forecastle doors and officers accommodation repaired or renewed as required. Galley stove, two top plates renewed.

The accommodation for Officers and crew has been increased and German boats replaced by British made boats, English compass cards fitted and a few repairs to cabin fitting effected at the instance of Board of Trade.

In my opinion as far as I can judge from the inspection made of the vessel as detailed above, this steamer appears to be in a fit condition to run for a period of six months.

James Gregory

Surveyor to Lloyd's Register.



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