

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 20th Sept. 1929, When handed in at Local Office 19

Port of Hamburg

No. in  
Reg. Book.

Survey held at

Hamburg

Date, First Survey

3rd Sept. 1929

Last Survey 17th Sept. 1929

No. of Vessels

29687 on the Wood, Iron or Steel

"NORD ATLANTIC" (ex "Uncas")

TONNAGE:-

Built at Greenock

By whom Greenock &amp; Grangemith. Shyd. When 1913

YEAR.

MONTH.

GROSS 4680

UNDER DEK. 4214

NET 2790

Owners Atlantic Tank-Reducer G. m. b. H. Owners Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to Hamburg

veyed Afloat or in Dry Dock? both

Name of Dock Blohm &amp; Voess

Destined Voyage Texas

Cell D Bor D Ba feet; uE&B feet; f feet  
 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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 18816 Port Ham

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1.		+ LMC
12, 28.		M.S. 12, 28.
S.S. Ham. No. 3-4, 25.		B.S. 9, 28.
S.S. Ham. No. 1-28.		T.S. seen 12, 28.
FITTED FOR OIL TANKS 12, 13		(CL)
L.P. ABOVE 150° F.		
Carrying Petroleum in bulk.		
Society's Freeboard (if assigned) as painted on Ship and now verified		

age cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined

Certificate attached.

Was a damage report made by anyone else? If so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR Condition and repairs:

vessel placed in dry dock, the bottom cleaned, examined Hull, Stem, Sternpost & Outside plating, found all parts now repaired where necessary and the bottom now recoated in good condition. The Rudder entirely removed, repaired and rebuilt to a Certy type, found in good working order. Decks, hatchways, hatches & covers, ventilators & coamings & deck found satisfactory.

Repairs wear &amp; tear now done: (See also special Remarks List.)

The bolts in bottom plating in way of No. 2 tank on port side taken out and replaced rivets and about 200 started bottom rivets renewed at several places.

On port side the shell plates B. No. 3 and C No. 3 from aft and on starboard side C No. 3 from aft, previously repaired by riveted doubling plates, were found after removal of these

Y OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
newed	✓	✓	✓	✓	✓	✓	✓	Rudder shaft. 1 length of bridge keel
removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	1 length of bridge keel, fair'd
re'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	Stem frame

CONDITION OF THE

CONDITION OF THE	State if Tanks have been examined inside	State if Tanks now tested in way of engine	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Pett).
of Decks	no	in way of engine	good.	When put on, Month
Fastenings	where seen good.	where seen good.	good.	Boats
Plating	good.	good.	good.	Masts, Yards, &c.
Rudder	good.	good.	good.	Condition, how ascertained
Steering gear and its connections	good.	good.	good.	(State if wedges removed)
Windlass	good.	good.	good.	Sails
Have Pumps now been examined and found efficient?	good.	good.	good.	Equipment letter
Have Sluice Valves now been examined and found efficient?	good.	good.	good.	Anchors, No. of
Have Watertight Doors now been examined and found efficient?	good.	good.	good.	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?	good.	good.	good.	Rule length
Bottom Plating	where seen good.	where seen good.	good.	Hawser & Warps
	yes.	yes.	good.	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

vessel appears, as far as seen, to be in a sound and efficient condition, eligible for our opinion to remain as classed in the Society's Register Book and to have record of survey 9, 29.

(per Section 20)	6.	10.	Fees applied for,
Repair Fee (if any)	4.	10.	20. 9. 10. 29
Expenses (if chargeable)	1.	-	11. 10. 19. 29
Surveyor's Fee (if any)	-	-	-

Committee's Minute  
 Character Assigned  
 Surveyor to Lloyd's Register of Shipping.  
 FRI. 14 MAR 1930  
 FRI. 19 MAR 1930  
 WED. 23 APR 1930  
 TUE. 20 JUN 1930  
 TUE. 20 JAN 1931

Is Certificate required? If so, to be sent to 002883-002890-0218

Damage repairs now done: damage stated to have been sustained 1.) through collision with the Quay wall at Datum on the 13th June 1929 and 2.) through grounding on the Coatzacoalcas River on the 31st July 1929 when in loaded condition on the voyage from Minatitlan to Puerto Mexico.

To 2.) On starboard side the first length of bilge keel flat bulb renewed  
on port side the first length removed faired and replated and started riv  
renewed.

The Rudder, now rebuilt to a Certy type, refitted and steering gear with all connections generally overhauled and tested in working condition, now satisfactory.

A slight surface crack in sole part of stern frame near the heel of propeller post chiseled out and leveled up by electric welding. As compensation shaped flat steel pieces fitted to both sides by electric welding. This repair to stern post is permanent and strong and sound.

All repairs to shell plating tested on completion and found all well  
tight and recoated in good order.

Friedr. Oehlert. R. Kie

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

**ANCHORS.**

[illegible]

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

## CHAIN CABLES.

[illegible]

**N.B.**—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.