

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23.6.1950 When handed in at Local Office 19... Port of Hamburg

No. in Reg. Book 16057 Survey held at Hamburg Date, First Survey 15.3.50 Last Survey 31.5.1950

on the ~~Steel~~ S.S. "LACKLAN" (No. of Visits 32)

TONNAGE: Built at Port Glasgow By whom Lithgows Ltd. When 1929

GROSS 8670 Owners Deutsche Vacuum Oel A.G. Owners' Address -

UNDER DK 8020 Managers - Port belonging to Hamburg

NET 5223

Surveyed Afloat or in Dry Dock? Both Name of Dock Deutsche Werft A.G. Destined Voyage

Cell DBor DBa feet; uE & B feet; f fee

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 49040 Port HNK

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (drilled) and repairs wear and tear; -

The vessel placed in dry-dock, the bottom and side plating thoroughly scaled, examined, keel, stem, stern frame and outside plating, found all now repaired where necessary and the shell now recoated throughout in good condition.

The forward dry cargo hold, store spaces on top of fore and after peak, poop and bridge spaces and pump rooms cleared, ceiling lifted where fitted and plating exposed in way of side lights, examined framing, plating and bulkheads, found all iron work now recoated in good condition.

The main cargo tanks throughout, summer tanks, cofferdams, fore and after peak tanks, oil fuel bunker forward and aft and double bottom ballast and feed water tanks in way of forward dry cargo hold, forward pump room and in way of engine and boiler room opened out and cleaned, examined inside floors, framing, bulkheads, stringers, beams and

SUMMARY OF DAMAGE REPAIRS: Table with columns for Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dh. Plates, Other Items. Rows for Renewed, Removed and Fair'd or Repaired, Fair'd or Repaired in place.

PRESENT CONDITION OF THE: Table with columns for Decks, Bulkheads, Engine Room Skylights, Coal Bunkers, Oil Bunkers, Souppers, Cargo Hatchways, Hatches, Planing, Caulking, Treenails, Breasthooks & Stemson, Transoms, Pointers & Crutches, Timbers of Frame at openings, Stringers, Clamps & Shelves, Salting, Copper, or Y.H., Boats, Wastes, Yards, &c., Condition, how ascertained, Equipment letter, Anchors, No. of, Cables, Chain Locker, Hawsers & Warps, Standing and Running Rigging, Sails.

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: -

This vessel is in good condition and eligible in my opinion to remain as classed in the Register Book with fresh record of dry-docking Hamburg 5,50 and to have the notation of S.S. Hamburg 5,50 (Dr.).

S.R.I. The item "Rudder to be specially examined next docking" may be deleted.

Survey Fee (per Section 29) S.S. £ 185 : 0 : 0. Special Damage or Repair Fee (per Sec. 29) Sunday Fee £ 115 : 0 : 0. Travelling Expenses (if chargeable) £ 8 : 8 : 0. Second Surveyor's Fee (if any) £ 6 : 10 : 0.

Committed's Minute TUE 1 AUG 1950

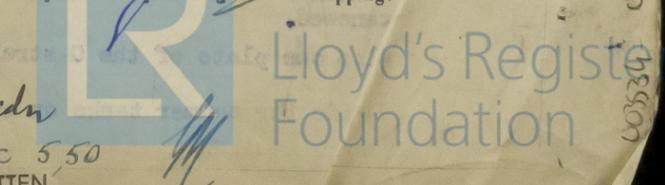
Character Assigned 5,50 Ham without spl chr

Radars (into Ham) S.S. Ham - 5,50 + LMC 5,50 CERTIFICATE WRITTEN.

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The Owners' Plan

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their connections, found all iron work in here now freed from rust and repaired resp. renewed in good order and the ballast, peaks and feed water tanks now cement washed. The plating drilled and thicknesses found are as given in drilling sheet attached.

All the above tanks now filled, tested as required by the Rules and found same now tight in good order.

Decks examined and drilled in places and found now scaled and repaired or renewed where necessary in good order.

Hatchways and covers and their closing arrangements examined, found all parts now generally overhauled in good condition. Steam steering gear with all connections, handgear, windlass, water tight doors, pumps, air and sounding pipes with doubling plates ventilator coamings and covers examined and found all these parts now in good order.

Masts and rigging examined, all shrouds and stays stripped bare at nips, shrouds, rigging screws, shackles renewed as necessary and all parts now preserved in good condition.

Anchors examined, cables ranged and all shackles disconnected, found 3 B. 1 S., 1 kedge anchor and 300 fathoms of 2 5/16" to 2 6/16" diam. of chain cable (now freed from rust and tarred) in good condition.

The chain locker examined, found now scaled and recoated in good condition.

General equipment examined, found complete in good order.

The Society's freeboard has now been expunged and the freeboard has now been assigned by the Seeverufsgenossenschaft but the figures have not been altered.

The vessel has now been remeasured, the tonnage is now as follows: - gross 8642, under deck 7985 net 5186.

The registered dimensions are: - L. = 141,23 m. B. = 19,14 m. D. = 11,14 m.

The vessel has now been fitted with Radar.

Damage repairs now done: - Cause of damage could not be stated.

On starbd. side K strake No. 7 from aft removed, faired and replaced.

Repairs wear and tear now done: - See also sketch attached.

1. Repairs to shell plating, all plates numbered from aft.

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

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT OF STOCK.			TWT PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream.....												
	Kedge.....												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		TWT per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

On starbd. side the bottom plates C Nos. 14, 15 & 16 and D strake Nos. 8, 9, 10, 14, 15, 16 & 17 renewed.

On port side the bottom plates B Nos. 12 & 13 and C Nos. 13, 14, 15 & 16, D Nos. 8, 9, 10, 14, 15, 16 & 17 and E Nos. 11 & 12 renewed.

F strake No. 9 cropped and partly renewed, butt E.W.

2. Repairs to main deck plating: - see

On port and starbd. side B strake plating from tank No. 1 to 9 (except one plate in way of No. 5 tank) renewed.

Also one plate of the C strake in way of Nos. 1 - 2 tanks renewed.

Inside the summer tanks on port and starbd. side the stringer plating of the bottom plating from tank

F. Olsen

No. 1 to 9 entirely renewed, also the adjacent bottom plates in way of Nos. 6 to 9 tanks entirely renewed.

Inside the main tanks on starbd. side the face angles of web frames in way of Nos. 1 to 4 and Nos. 6 to 9 tanks renewed.

The longitudinal deck beams of the main deck in way of the main tanks Nos. 1 to 4 and 6 to 9 incl. their end brackets entirely renewed.

Top parts of webs below main deck in way of main tanks Nos. 1 to 4 and 6 to 9 entirely renewed.

The upper vertical parts of web frames of the longitudinal centre line bulkhead and the summer tank bulkheads on port and starbd. side in way of Nos. 1 to 4 and 6 to 9 (in each tank 2 in number) incl. their horizontal stiffeners and face bars renewed.

The vertical webs to shell in way of No. 1 summer tank on port and starbd. side entirely and in way of Nos. 2 to 9 tank on port and starbd. side cropped and upper halves renewed.

Inside summer tank No. 1 the longitudinal side frames entirely renewed.

Inside summer tanks Nos. 2 to 9 the two longitudinal frames above the summer tank bottom renewed.

Repairs to bulkheads in Main tanks on port and starbd. side: -

Bulkhead 73. Top angle renewed.

Bulkheads 70 and 67. Upper horizontal strake incl. two bulb angle stiffeners renewed.

Bulkhead 63. Upper horizontal strake incl. two bulb angle stiffeners and in the 3rd strake from top one plate (at corner of summer tank) renewed.

On port side bulkhead frame 60. One plate doubled.

Repairs to summer tank bulkheads on port and starbd. side.

The lower strake of bulkheads on frame 43, 46, 49, 52, 54, 57, 60, 63, 67, 70 and 73 renewed.

The stiffeners in way of these plates are renewed as follows: -

Frame 43 - 4 stiffeners, frames 46, 49, 52, 54, 57, 60, each two stiffeners. Frame 63 four stiffeners, Frame 67 two and frame 70 and 73 each four stiffeners renewed.

Bottom angles of all these bulkheads entirely and corner angles partly renewed.

The vertical built stiffeners of the summer tank bulkheads on frames 54, 57 and 70 entirely renewed and on frames 46, 49, 52, 60, 63 and 67 the lower half of the stiffener renewed.

The following Hatchways have now been renewed: -

Main tanks starbd. side: - Nos. 2, 4, 5, 6, 7, 8 & 9.

" " port side: - Nos. 1, 5 & 9.

Summer tanks starbd. side: - Nos. 3, 4, 6a, 7, 8 & 9.

" " port side: - Nos. 6, 6a, 7, 8 & 9.

also hatchways of oil bunkers forward and aft on port and starbd. side.

All over the shell, in bulkheads, decks and structural parts about 7000 rivets renewed and a great number of rivets recaulked. Seams and butts of shell plating recaulked as necessary.

The bow chock plating entirely renewed.

The deck plating on fiddley top, at side of engine room skylight and in way of galley repaired by fitting efficient E.W. doubling plates where necessary.

Bottom angle and coaming plate of fore and aft bulkhead between Mess room and galley renewed.

The cracked after peak bulkhead plate below stern tube repaired by fitting an E.W. doubling plate for full breadth of the bulkhead.

Open rail on main and poop deck overhauled throughout and partly renewed where necessary.

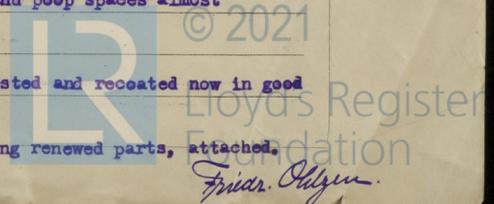
Wooden grating on gangway forward and aft almost renewed.

Wood deck on upper bridge and poop deck entirely recaulked.

Outfit and furniture of Officers and crews accommodations on bridge deck and poop spaces almost removed and modernized.

Minor overhauling repairs carried out satisfactory and all repaired parts tested and recoated now in good order.

Drawing of Profile and decks returned herewith. Drilling sheet attached. The freeboard Certificates returned for cancellation. Midship section, showing renewed parts, attached.



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