

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th SEPT. 1954 When handed in at Local Office 29th SEPT. 1954 Port of BREMEN
 No. in Reg. Book 67086 Survey held at BREMENHAVEN Date, First Survey 16th AUG Last Survey 21st SEPT. 1954
 on the Wood, Iron or Steel SO. S.T. - LACKLAN (No. of Visits 16)
 TONNAGE: Built at PORT GLASGOW By whom LITHGOWS LTD. When 1929 - 1st MO
 GROSS 8642 Owners DEUTSCHE VACUUM OEL A.G. Owners' Address HAMBURG
 UNDER DEK 7985 Managers / Port belonging to HAMBURG
 NET 5186

Surveyed Afloat or in Dry Dock? BOTH Name of Dock NORTH GERMAN LLOYD Destined Voyage /
 Cell DBor DBa feet: uE&B feet: f feet: f
 total capacity tons. FPT tons: APT tons: MT feet: tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 2494 Port /

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; 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 Class (S) 31st Aug. 17th SEPTEMBER, 1954

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. /

Society's Freeboard (if assigned) as painted on Ship and now verified / ft. / ins.

Was a damage report made by anyone else? if so, by whom? /REPAIRS, OR EXAMINATION AS PER RULE FOR MODIFIED SPECIAL SURVEY.

Now DONE: Vessel placed in drydock, bottom and rudder (lifted) cleaned, examined and repaired. Anchors and chain cables ranged and examined.

This vessel has been opened up as per full Requirements for Special Survey (Dr.) and the dry cargo space, peaks, ^{pump room} engine and boiler spaces cleaned, ceiling removed as required. All cargo oil tanks, deep tanks, double bottom tanks, fore and after peak tanks, fuel oil bunkers and cofferdams examined internally, including plating in way of streams, and tested. Steelwork examined throughout, scaled and coated as necessary. Hull plating and deck plating drilled and gauged as required by Rules for Special Survey (Dr.) see our Bremen letter of 16th Aug. 1954 and London cable reply dated 31.8.54. Shell plating in way of side lights examined. Decks, chain locker and bulkheads drilled and

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	/	/	/	/	/	/	/	/
Removed and Faired or Repaired	/	/	/	/	/	/	/	/
Faired or Repaired in place ..	/	/	/	/	/	/	/	/

PRESENT CONDITION OF THE

Good	Bulkheads	<u>SAFETYFACTORY</u>	Engine Room Skylights	Good	Copper, or Y.M.	/
Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	/
Good	Cement & Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year
Good	Rudder	Good	Scuppers	Good	Boats	Good
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Good	Windlass	Good	Hatches	Good	Condition, how ascertained	BY EXAMINATION
Good	Have pumps been examined and found efficient?	YES	Planking	/	(State if wedges removed.)	(NO)
Good	Have Sluice Valves been examined and found efficient?	/	Caulking	/	Equipment letter	AT
Good	Have Watertight Doors been examined and found efficient?	/	Treenails	/	Anchors, No. of	3 BA & 1 STE. A.
Good	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	/	Cables (State if now ranged)	YES
Good	Air and Sounding Pipes	Good	Transoms, Pointers & Grutches	/	length	300 F. mean diamr. 2 1/4"
Good	Doubling Plates under Sounding Pipes	YES	Timbers of Frame at openings	/	(on board.)	size 2 1/2"
Good			" " at other places	/	Rule length	300 F. size 2 1/2"
Good			Stringers, Clemps & Shelves	/	Chain Locker	Good
Good			Salting	/	Hawser & Warps	Good
Good			State if examined	/	Standing and Running Rigging	Good

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

is vessel is eligible in my opinion to remain as classed in the Society's Register with fresh record of dry docking 9.54 and the notation of SS BNM - 9.54 when the Special Survey has been completed.

Fee (per Section 23) Full SS Fee DM. 2014.40Damage or Repair Fee (if any) DM. 400.-

(per Sec. 23)

Travelling Expenses (if chargeable) DM. 300.-Second Surveyor's Fee (if any) /

Committee's Minute

Character Assigned

Note: While BNM

KASSEL/1000

Fees applied for,

19

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

FRIDAY 29 OCT 1954

Amend class to + 100 A1 - Carrying homogeneous cargo of petroleum in bulk

9.54 BNM

Mod. S.S. BNM 9.54 (Dr.) (2 yrs)

+ LMC 9.54

SPS 550

003534-003540-0163 1/3

Lloyd's Register Foundation

In Certificate required if it is to be sent to

ganged as necessary and examined. Masts, standing rigging, hatch coverings covers and closing appliances examined. Ventilator coverings and covers, steering gear and auxiliary gear windlass, hand pump, air- and sounding pipes and striking plates examined.

NOTE: All the Rule Requirements for Special Survey (DS) have now been complied with and all the recommended repairs now effected except bulkhead stiffeners of the oilight transverse bulkheads 43, 46, 54, 57, 67 and 74 which will be dealt with as found necessary within two years time. They have been examined and found efficient meantime. See Owner's letter Fr/Rö dated 17th September, 1954 and translation attached herewith.

Fuelboard S.B.G. unaltered.

For completion of the Special Survey to enable this vessel for the operation of SS Bremen - P.S.V. (DS) the following remains to be carried out: Bulkhead stiffeners at transverse bulkheads 43, 46 (tank 9 fwd + aft) 54, 57 (tank 6 fwd and aft) 67 (tank 2 aft) and 74 (fwd. effort) to be dealt with as found necessary.

S.R. List: None.

Repairs now effected: (Plates numbered from aft)

SHELL PLATING RENEWED PORT SIDE E 15, F 9, 17, 18, J 4, 5, K 5, 6 - - - - -
" " " STAB. SIDE J 4, 5, K 5, 6, 7, 16 - - - - -

" cropped and partly renewed, batt E.W. on PORT SIDE F 10 - - - - -

" ONE Doubling plate fitted on PLATE C 3 on PORT SIDE - - - - -

" TWO SHELL SIDE PLATES FAIRED IN PLACE ON STARBOARD SIDE J 4, 15 - - - - -

" SEE PLAN SHELL EXPANSION NO 3 T 10 - 67 ATTACHED HEREWITH

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST 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.	lbs.		
	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.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
			Stationary.									
			Breaking.									
577	81.0M 65 7/8	1 1/2	118200 kg	7869 kg	7400 kg	45	2 1/2			SPECIAL STEEL	OTTO GRUNSON	HAMBURG
504	26.2M 63 7/8	1 1/2	118200 kg	2290 kg	2390 kg	45	2 1/2			MADEBURG	MADEBURG	26.25X-FOHLZEN
				10159 kg	9790 kg					WAGNER	WAGNER	12.5-53-F. DILLZEN
										IRON AND STEEL	IRON AND STEEL	

UPPER DECK PLATING: For compensation of general wastage of the upper deck plating the strake on top of the summer tank tank fore-and-aft bulkhead (3rd strake out of 8) on both sides renewed including all doubling plate, longitudinal from fore end of tank 2 to the aft end of tank 9. New strake of 22nd thickness. For further details see attached plan 3 T 10 - 69. The upper longitudinal on the summer tank fore-and-aft trunk bulkhead (not from top) have been renewed from Tank no 1 to 9 on both sides now fitted S.B. 250x90x14 and connected to an other by end brackets as shown by the attached sketch 3 T 10 - 72 for continuity of strength.

PLEASE SEE CONTINUATION 1

Rpt. 9a

Port of BREMEN

1st Continuation of Report No. 1021 dated 29th SEPTEMBER, 54 on the

STEEL S.O. S.T. "LACKLAN"

TRANSVERSE BULKHEADS BHD 49 = 2 plates renewed, 2 plates cropped and partly renewed, both E.W. All stiffeners renewed and 2 webs repaired.

BHD 60 = 1 doubling plate fitted, all stiffeners renewed, 1 web repaired

BHD 63 = 1 plate in way of summer tank PS renewed. All stiffeners renewed, 2 webs repaired

BHD 67 = 3 plates renewed and 1 web repaired

BHD 70 = 2 plates renewed and 1 doubling plate fitted. All stiffeners except summer tank (on SS both upper renewed) renewed 2 webs repaired.

BHD 74 = 3 plates renewed and 2 webs repaired.

8-LONGITUDINAL BULKHEAD = 4 upper strakes in tank no 1 from top renewed including all longitudinal, secondary angles and big angles. Remaining longitudinal in way of tank 1 down to the bottom all renewed. 2 webs repaired.

Both upper longitudinal in tank 4 renewed and 1 web repaired. 1 bulkhead plate in 2nd strake in way of tank no 2 cropped and partly renewed, both E.W. 1 web repaired.

SUMMER TANK BULKHEADS AND DECK: Besides the renewal of the upper longitudinal (see above Deck girders) the 2nd longitudinal on both sides in way of tank no 1 and the top strake of the fore-and-aft trunk bulkhead in way of no 1 tank on both sides renewed. One summer tank deck plate in way of pump room PS cropped and partly renewed, both E.W. 6 webs repaired. For further particulars of the bulkheads see Bulkhead plan 3 T 10 - 70 and bulkhead drilling results plan 3 T 10 - 68, both attached herewith.

CARGO TANK TRANSVERSES: The bottom transverses in cargo tanks nos 2, 4, 6 and 9 on both sides and no. 7 on starboard side have been re-inforced by welded 15th doubling plates to the bottom big angles and transverse plates to cover up the passage holes previously cut in for the heating coils as shown by sketch 3 T 10 - 71, herewith attached. Cold iron heating coils have now been fitted in these tanks in accordance with the approved plan 79685 and letter and tested as required. (Approved plan 79685 attached herewith)

CHAIN LOCKER, ENGINE CASING, POOPDECK: The collision bulkhead in way of the chain locker and the lower part of the chain locker has been renewed also propeller foot part and engine casing top repaired as shown on the attached plan. RUDDER AND STEERING GEAR: Rudder lifted and gudgeons rebushed. Steering gear, main and auxiliary, overhauled and tried.

WINDLASS, ANCHORS AND CHAIN CABLES: Windlass overhauled and tried, all connecting shackles of chain cables disconnected. Four lengths of chain cables (worn) renewed including connecting shackles.

HATCHWAYS: PE forward bunker hatch at frame 74/75 renewed. All hatch covers and closing appliances overhauled and repaired as necessary.

AIR AND SOUNDING PIPES: 2 air and 3 sounding pipes partly renewed.

MASTS AND STANDING RIGGING: 1 main mast stay renewed, 2 bottle screws repaired and 4 shackles and 4 bolts renewed.

VENTILATORS: 2 Ventilator coverings renewed and covers completed as required.

BILGE KEEL: 6 fractured bolts (3PS, 3SS) renewed and stripped.

LIFE BOATS AND DAVITS: Life boats and davits overhauled, air tanks partly renewed and tested and inventory completed, embarkation ladders renewed.

PLEASE SEE CONTINUATION 2

STEEL Sec. V. T. "LACKLAN"

MISCELLANEOUS: 120 defective shell rivets and 80 defective rivets in floors, beams, stringers, leg angles of webs etc renewed. Some caulking on vessel's bottom, deck and bulkheads made good. Minor deck repairs effected to gangway structure, ladders, rails, doors, skylights and side scuttles. Sanitary discharges and scuppers overhauled.

S. R. List: NONE.

NOTE: Found Summer tanks sluice valves removed and summer tanks now part of corresponding main cargo oil tanks.

ALTERATIONS TO BE MADE IN THE SOC. REG. BOOK:

The notation "CARRYING PETROLEUM IN BULK" should be altered into "CARRYING HOMOGENEOUS PETROLEUM CARGOES IN BULK"

Bremen, the 29th September, 1958
A. Henry