

13 JUN 1939

Rpt. 8.

(Received at London Office JUN 10 1939)

No. 24894

REPORT of SURVEY for REPAIRS, &C.

DISCLOSED

Date of writing Report 7th June 1939 when handed in at LONDON Port of Hamburg
 No. in Reg. Book 20304 Survey held at Hamburg Date, First Survey 23rd May Last Survey 7th June 1939
70238 TONNAGE: - Built at Newcastle By whom Northumberland S.B. Co. Ltd When 1915
 GROSS 6512 Owners Wardentades Lloyd Owners' Address Bremen
 UNDER DK. 4737 Managers Wardentades Lloyd Port belonging to Bremen
 ET 4095

Surveyed Afloat or in Dry Dock? Both Name of Dock Stilchens Destined Voyage Far East
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>St. 100A1</u> <u>Shelter dks with fbd</u> <u>2,39</u>		<u>+ LMC</u> <u>M 52,39</u> <u>BS 7,38</u>
<u>SS Qns No 3-3,27</u> <u>SS Bmn No 2-35</u>		<u>TS Cl 2,39</u>

last Report, No. 23060 Port Han

Medical 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.

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

Was a damage report made by anyone else? If so, by whom?
 Repairs, OR EXAMINATION AS PER RULE, FOR completion of 2nd special survey no 3 & Repairs

(Please refer to Hamburg Report No. 23060.)

The vessel placed in dry dock, the hull bottom & rudder cleaned & examined found or placed in good condition & recoated.
 Hatchways, ventilator coamings, deck & general equipment examined, found or placed in good condition.

Completion of 2nd special survey no 3
 The watertight doors have been tested & found in order. (see sheet 2)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	<u>8 part</u>							
Removed and Faired or Repaired								<u>see report</u>
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Condition of Decks <u>good</u>	State if Tanks now tested <u>see report</u>	Dblng. Plates under Sounding Pipes <u>good</u>	When put on, Month <u>Year</u>
Stanchions <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Rigging & Fastenings <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Masts, Yards, &c. <u>good</u>
Side Plating <u>good</u>	Cement or Asphalt (State which.) <u>good</u>	Oil Bunkers <u>good</u>	Condition, how ascertained <u>from deck</u>
Windows in way of sidelights <u>good</u>	Rudder <u>good</u>	Scuppers <u>good</u>	(State if wedges removed)
Stanchions <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Sails <u>good</u>
Comings <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Equipment letter <u>at</u>
Frames <u>good</u>	Have pumps now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels <u>good</u>	Anchors, No. of <u>3, 15, 11</u>
Studs <u>good</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Caulking ditto <u>good</u>	Chain Locker <u>good</u>
Transoms <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Treenails ditto <u>good</u>	Cables (State if now ranged) <u>stated complete</u>
Decks <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stems ditto <u>good</u>	length <u>stated complete</u> mean diam.
Bottom Plating <u>good</u>		Transoms Pointers, & Crutches ditto <u>good</u>	Rule length <u>stated complete</u> size
		Timbers of Frame at openings ditto <u>good</u>	Hawser & Warps <u>sufficient</u>
		Ditto Ditto at other places ditto <u>good</u>	Standing and Running Rigging <u>good</u>
		Stringers, Clamps & Shefts ditto <u>good</u>	
		Setting ditto <u>good</u>	
		(State if examined.)	

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.

This vessel so far as now seen is in good & efficient condition and eligible in my opinion to remain as classed with fresh record of survey 6,39 & the notation S.S. HAM 2nd No 3 with date to be decided by the committee.

Deeps tanks to be tested before being used as a tank.

Survey Fee (per Section 29)	<u>£ 75.-</u>	Fees applied for, <u>7. 6. 1939</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	<u>£ 120.-</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	<u>£ 80.-</u>	
Second Surveyor's Fee (if any)	<u>£ 10.-</u>	

R. B. Shephard
 Surveyor to Lloyd's Register of Shipping.

FRI. 21 FEB 1941

Committee's Minute 8
 Character Assigned 100A1 Subject

Shelter dks with fbd
St. 2d. No 3-2,39
 CERTIFICATE WRITTEN.

Lloyd's Register of Shipping
 Foundation

1/3 4220-559800-849800

Hamburg Office

Is Certificate required? If so, to be sent to

- Steel Lc AUGSBURG -

(sheet 2)

The owners superintendent states that it is not intended to use the deep tank as a tank in the vessel's service. A suitable recommendation has therefore been made.

The following Wear & Tear Repairs recommended to be made during the course of the special survey have now been carried out:-

The fore-castle deck plating, on both sides between stringers & windlass renewed.

The shelter deck plating has been renewed as follows:-
 between line stroke between fore-castle bulkhead & No 1 hatchway, plating between stringers & hatch sides on both sides from fore end No 1 hatchway to fore end of midship house, also from aft end of midship house to fore end of engineers accommodation, ^{on both sides} also partly abreast Nos 4, 5 & 6 hatchways on both sides; the plating within line of hatchways between aft end No 3 hatchway & boiler casing front.

A number of hatch corner doublings in way of the renewed plating also renewed.

The shelter deck plating doubled at fore end No 1 hatchway, port side, & for full width of hatchways between aft end No 2 & deckhouse front, between fore end No 3 & deckhouse end, & between fore end No 4 & machinery casing.

Shelter deck hatch side coamings doubled, on starboard side No 2 & on both sides No 3. Hatch coaming longitudinal stiffeners renewed at No 2 (p+s), No 3 (p+s), No 4 (p+s) & No 5 (s).

A number of hatch cleats renewed.

Casing top plating in way of galley renewed. Top plating and boundary angle at fore part of fiddley casing renewed, a number of defective rivets in the boiler casing sides made good, and coaming in way of starboard fiddley door doubled.

Minor repairs also carried out.

Repairs tested as necessary on completion & now in order.

The deep tank (No 4 hold) has been scaled & coated at this time.

Damage stated to have been caused by:-

- (a) collision with quay wall at Hamburg on 10th Feb. 1939
- (b) cause not known.

Now done (a) (please see Ham. Report No 23060)

The stem bar cut out between 4th & 7th stokes below shelter deck sheerstrake, removed, faired & replaced, the butts being efficiently welded. The shell plates on both sides in 4th, 5th, 6th & 7th stokes below shelter deck sheerstrake cropped between 1st & 2nd frames from stem and one vertical plate on each side fitted, riveted to stem & by treble-

(see sheet 3)

- Steel to AUGSBURG -

(sheet 3)

riveted overlaps to the cropped plates.

Repairs tested on completion by filling fore peak tank, & found in order.

(b) Shell plate on star side, no 4 from aft in 2nd strake below shelter deck shestrake fixed in place.

S.R. list Repairs at S.S, also permanent repairs to stem & stem plating having now been carried out, it is submitted these items be deleted from the S.R. list.

ABS.