

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22nd May 1928 When handed in at Local Office 19 Port of Hamburg
 No. in Reg. Book 31164 Survey held at Kiel Date, First Survey 23rd April Last Survey 18th May 1928
 (No. of Visits 5)

on the WILHELM IV Steel SC 3 Mst 'OSKAR' ex. Polmina, ex. Hermine
 TONNAGE: Built at Amsterdam By whom Forschuer & Co. Sp. & Mh When 1917
 GROSS 849 Owners Ragnar Nilsson Owners' Address Wismar
 UNDER DECK 655 Managers — Port belonging to Wismar
 NET 485

Surveyed Afloat or in Dry Dock? both Name of Dock Flender Wirt Destined Voyage Danzig
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 A.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 insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 17144 Port Hamb.

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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.)

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 Ice damage and collision damage repairs:

Condition: The vessel placed in dry dock, the bottom cleaned, examined Keel, Stem, Turnframe and Outside plating, found all now repaired in good condition and the bottom recoated. The Rudder lifted, gudgeons rebushed and one pinbolt renewed, found now in good working order. The weather deck, hatchways and ventilator coamings found satisfactory.

Ice damage repairs now done: Damage stated to have been sustained through ice on the 21st February 1928 whilst on a voyage from Hamburg to Königsberg. Shell plating Nos. counting from forward:

On port side the shell plates D. 1, E. 1, 2 & 4; E. 1, 2, 3 & 4 and G. 3 removed, faired and replaced; shell plates D. 5; E. 3 and G. 4 faired in place, ditto 6 frames.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	—	—	—	—	—	—	Bar checks, hammer pipe, boiler stand.
Removed and Faired or Repaired	16	—	—	—	—	—	—	—
Faired or Repaired in place	12	13	—	—	—	—	—	—

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>F.P. tank</u>	Dblng. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>Good</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>F.P. tank</u>	Engine Room Skylights <u>Good</u>	(State if on Fett). When put on, Month <u>—</u> Year <u>—</u>
Coamings <u>Good</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from dk</u>
Breasthooks <u>Good</u>	Rudder <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed) <u>—</u>
Transoms <u>Good</u>	Steering gear and its connections <u>Good</u>	Planking of Wood Vessels <u>Good</u>	Sails <u>Good</u>
Frames <u>Good</u>	Windlass <u>Good</u>	Caulking ditto <u>Good</u>	Equipment letter <u>Good</u>
Reverse Frames <u>Good</u>	Have Pumps now been examined and found efficient? <u>Good</u>	Treenails ditto <u>Good</u>	Anchors, No. of <u>5 A. 1. 1 R.</u>
Longitudinals <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>Good</u>	Breasthooks & Stenson ditto <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Transverses <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>Good</u>	Transoms, Pointers, & Crutches ditto <u>Good</u>	" length <u>stated complete</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	Timbers of Frame at openings ditto <u>Good</u>	(on board) " Rule length <u>—</u> size <u>—</u>
Keelsons <u>Good</u>	and found efficient? <u>Good</u>	Ditto ditto at other places ditto <u>Good</u>	Hawser & Warps <u>Good</u>
Stringers <u>Good</u>		Stringers, Clamps & Shelves ditto <u>Good</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>Good</u>		Salting (State if examined.) ditto <u>Good</u>	

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 and ptND24, &c."

This vessel appears, as far as seen, to be in a sound and efficient condition, eligible in my opinion to remain as now classed in the Society's Register Book and to have fresh record of survey 5, 28.

Survey Fee (per Section 20) £ 2

Special Damage or Repair Fee (if any) (per Sec. 20) £ 10

Travelling Expenses (if chargeable) £ 3

Second Surveyor's Fee (if any) £

Fees applied for, 22.5.28

Received by me, 4/9/28

Committee's Minute

TUES. 12 JUN 1928

Character Assigned 1000

TUES. 19 JUN 1928

FRI. 10 AUG 1928

TUE. 23 OCT 1928

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

010283. 010288. 0033

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Date of writing
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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.

On starboard side the shell plates D. 1, E. 1, 3 & 4 and F. 4 removed, faired and replaced, shell plates D. 2, 3 & 5, E. 2, 5 & 8 and F. 2 & 8 faired in place, ditto 4 frames. Minor repairs in connection with the above repairs carried out satisfactorily, all broken cement and hold ceiling relaid at ledges. The fore peak filled, tested and found tight. The repairs in way of holds tested by hose and found recoated in good condition.

Collision damage repairs carried out: Damage stated to have been sustained through collision with the steamer "Elisabeth" in the Kiel Canal on the 13th April 1928.

Shell plating Nos. counting from forward: On starb. side the shell plate F. 1 faired in place, G. 1 & 3 removed, faired and replaced, H. 1, J. 1 and K. 1 removed. Three frames now faired in place. The bawchock on starb. side partly renewed. The hawse pipe on starb. side renewed. Minor repairs in connection with the above repairs carried out satisfactorily, all broken cement relaid, repairs tested and recoated found in good condition.

Repairs to bulwark now carried out: Damage stated to have been sustained through collision with a dolphin at Königsberg on the 19th January 1928.

On starb. side abreast after hatchway one bulwark plate faired in place and a length of rail iron removed, faired and replaced. Three bulwark stanchions renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
869	1st Bower														Stockless Garrison	Alth. Grossen Magdeburg	Magdeburg 29/12/27 Karl Haupt
	2nd "	25	1	27	-	-	-	25	5	3	0						
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
345	60	1 7/8	54	51	61:2:15	58:0:5	60	1 7/8	Stud link	Kaura Kethen Fabrik. Dornumund	50.3.28 Dornumund Guth. Bwart
Iron Stream Chain } or Steel Wire.... }											

Equipment. The vessel lost as stated at Gydingen on the 22nd Nov. 1927 when lying at anchor in a heavy storm the port side bower anchor and 60 fathoms of chain cables. A new bower anchor and 60 fathoms of chain cables found replaced on board, verified the anchor and chain cables with the Certificates and found marked as given in table above.

Th. Goring.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

