

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd Jan 1930. When handed in at Local Office 1930 Port of Hamburg
No. in Reg. Book Survey held at Hamburg Date, First Survey 14th Jan Last Survey 19th Jan 1930

18343 on the ~~WOOD/IRON/STEEL~~ Steel SC. "COOPERATZIA" (No. of Visits)

TONNAGE: 67 Built at Helsingrad By whom Severnyy I. B. Yard Wh n 1929 YEAR MONTH
GROSS 1700 Owners Sovtorgflat Owners' Address
UNDER DK 2940 34 Managers Port belonging to Helsingrad
NET 2090 164

Surveyed Afloat or in Dry Dock? afloat Name of Dock _____ Destined Voyage Hull-Helsingrad
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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 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. 9460 Port Lon.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 not required

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100RA with freeboard 12, 29		+ LMC 12, 29
Class <u>Lumpsum</u>		
		WINDS

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Collision damage to port side shell plating at forward end of the bridge deck. Damage stated to have been sustained through collision with the Floating dock of Naval dockyard in the Kiel Canal on the 12th January 1930.

The vessel surveyed afloat and found on examination on port side at forward end of the bridge deck the shell plates Nos 5 & 6 from stem in 1st staves below sheer strake indented and 3 frames slightly set in. The riveting and caulking in way of the damage found satisfactory. The teak wood work house and side light on port side of the pilot bridge found damaged.

Repair now done: The teak wood work house and side light on pilot bridge now repaired satisfactorily.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								<u>see Report</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>good</u>	State if Tanks have been examined inside <u>no</u>
Caulking of Decks <u>good</u>	State if Tanks now tested <u>no</u>
Coamings <u>good</u>	Bulkheads <u>good</u>
Beams & Fastenings <u>good</u>	Ceiling <u>good</u>
Outside Plating <u>see Report</u>	Cement or Asphalt (State which.) <u>good</u>
Breasthooks <u>good</u>	Rudder <u>good</u>
Transoms <u>good</u>	Steering gear and its connections <u>good</u>
Frames <u>good</u>	Windlass <u>good</u>
Reverse Frames <u>good</u>	Have Pumps now been examined and found efficient? <u>yes</u>
Longitudinals <u>good</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>
Transverses <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>
Floors <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Keelsons <u>good</u>	
Stringers <u>good</u>	
Inner Bottom Plating <u>good</u>	
	Dblg. Plates under Sounding Pipes <u>good</u>
	Engine Room Skylights <u>good</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>
	Scuppers <u>good</u>
	Cargo Hatchways <u>good</u>
	Hatches <u>good</u>
	Planking of Wood Vessels <u>good</u>
	Caulking ditto <u>good</u>
	Treenails ditto <u>good</u>
	Breasthooks & Stemson ditto <u>good</u>
	Transoms, Pointers, & Crutches ditto <u>good</u>
	Timbers of Frame at openings ditto <u>good</u>
	Ditto ditto at other places ditto <u>good</u>
	Stringers, Clamps & Shelves ditto <u>good</u>
	Salting ditto <u>good</u>
	(State if examined.)
	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month _____ Year _____
	Boats <u>good</u>
	Masts, Yards, &c. <u>good</u>
	Condition, how ascertained <u>from deck</u>
	(State if wedges removed)
	Sails <u>good</u>
	Equipment letter <u>good</u>
	Anchors, No. of <u>30 17</u>
	Cables (State if now ranged) <u>no</u>
	length <u>stated complete</u>
	(on board)
	Rule length _____ size _____
	Hawser & Warps <u>good</u>
	Standing and Running Rigging <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."

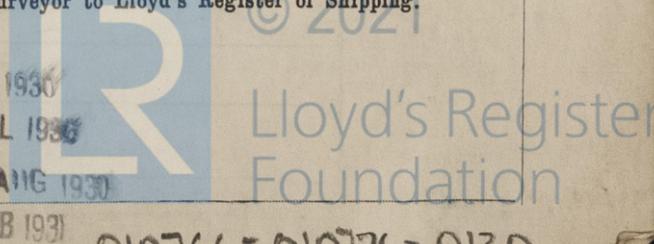
It is submitted, that this vessel be worthy to remain as now classed in the Society's Register Book without fresh record of survey, subject to the indented shell plating on port side being dealt with at Owners convenience.

Survey Fee (per Section 20) £	:	:	Fees applied for, 21. 1. 1930
Special Damage or Repair Fee (if any) (per Sec. 20) £	2	10	Received by me. 19
Travelling Expenses (if chargeable) £	-	5	
Second Surveyor's Fee (if any) £	:	:	

Committee's Minutes, FRI. 14 FEB 1930
Character Assigned As now
Surveyor to Lloyd's Register of Shipping, H. Goring
TUE. 25 MAR 1930
FRI. 11 JUL 1930
FRI. 15 AUG 1930
FRI. 27 FEB 1931

The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to



010766-010776-0130

1912

Repairs to windlass now done. Both compressors of the windlass, which were found broken, have now been renewed. The windlass tried under working conditions and found in good order.

H. Goring.

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.

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.			
	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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
	Iron Stream Chain } or Steel Wire.... }													

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.