

# REPORT of SURVEY for REPAIRS, &c.

of writing Report *15-5* in *19* When handed in at Local Office *19* Port of *Rotterdam*  
in *Survey held at Rotterdam* Date, First Survey *15-5* Last Survey *15-5* 19 *19*  
Book. *62* on the *Wood, Iron or Steel* *HANNAH*  
TONNAGE Built at *Newcastle* By whom *Wm J. L. B.* When *1878* YEAR MONTH  
ROSS *3730* Owners *M. K. S. Lammal* Owners' Address *(if not already recorded in Appendix to Register Book).*  
DER BK. *3480* Managers *P. W. M. H. M. G. J. A. M.* Port belonging to *Rotterdam*  
T *2311*

veyed Afloat or in Dry Dock *SD* Name of Dock *PL Dock* Destined Voyage  
B=Cell DBordBa feet: uE&B feet: f feet  
al capacity tons. FPT tons: APT tons: MT feet tons.

X.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, and of the inner bottom plating, especially in the boiler space.

st Report, No. Port

Periodical Surveys, when held, must be reported in detail and serially 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.

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 *Yes, to Bureau*

Representative, but not required. Was a damage report made by anyone else? If so, by whom? *Underwriter Surveyor*

PAIRS, OR EXAMINATION AS PER RULE, FOR *Survey of Damage Repairs*

The vessel is reported to have encountered heavy weather during her last voyage.  
The vessel has been placed in dry dock, bottom and sides cleaned and examined, and the following repairs carried out: 2 side plate 2 port beam fractured and now renewed; 2 mounds of slatted work renewed in shell plating port and starboard and in barges and angle connections; 2 beams of shell plating in way repaired where required, cargo battens in No. 1 hold renewed, and replaced. Repaired plating tested by bar and found light. In way No. 1 and 2 double bottom tanks a broken slat in bottom plating and in frame floor and intercostals in double bottom tanks. Margin bars, shell and margin plate and seams of bottom plating repaired where required. 2 broken slats renewed. Bilge keels starboard 1 length hull plate found in place, port length hull plate renewed and replaced. Slatted work in both bays renewed. Bottom and sides repaired.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1							Good prepared to enable her to carry lighter cargo, repairs in bilge deck and floor arrangements altered to suit, and efficiently protected from damage, all as detailed in continuation sheet attached to this report.
Removed and Fair or Repaired								
Fair 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 Port).
Working of Decks	Yes	DBing. Plates under Sounding Pipes	When put on, Month Year
Paintings	Yes	Engine Room Skylights	Boats
Rims & Fastenings	Yes	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Sides Plating	Yes	Oil Bunkers	Condition, how ascertained
in way of sidelights	Yes	Scuppers	(State if wedges removed)
Breasthooks	Yes	Cargo Hatchways	Sails
Transoms	Yes	Hatches	Equipment letter
Frames	Yes	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	Yes	Caulking ditto	Chain Locker
Longitudinals	Yes	Treenails ditto	Cables (State if now ranged)
Transverses	Yes	Breasthooks & Stems ditto	length mean diam.
Booms	Yes	Transoms Pointers, & Crutches ditto	(on board)
Beams	Yes	Timbers of Frame at openings ditto	Rule length
Beams	Yes	Ditto Ditto at other places ditto	Hawser & Warps
Beams	Yes	Stringers, Clamps & Shefts ditto	Standing and Running Rigging
Beams	Yes	Salting ditto	
Beams	Yes	(State if examined.)	

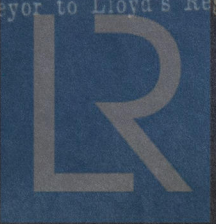
## General Observations, Opinion as to Class, Recommendation, &c.:—

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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss. No. 1-24 and ptND24, &c."

The vessel is now in a good and efficient condition and it is my opinion to be continued as classed with fresh record of survey 5-17

Survey Fee (per Section 29)	60.00	Fees applied for	27-5-19
Special Damage or Repair Fee (if any) (per Sec. 29)	75.00	Received by me,	19
Travelling Expenses (if chargeable)	3.00		
Second Surveyor's Fee (if any)			

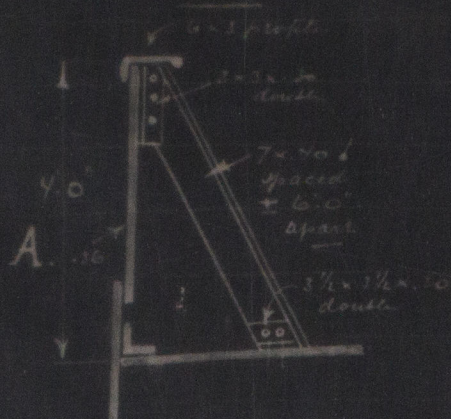
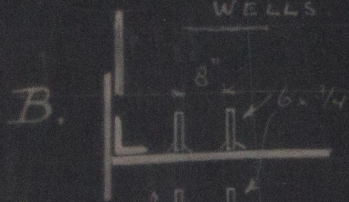
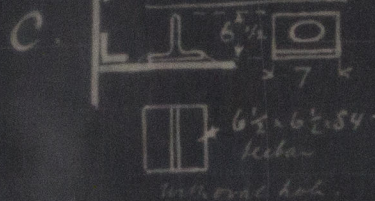
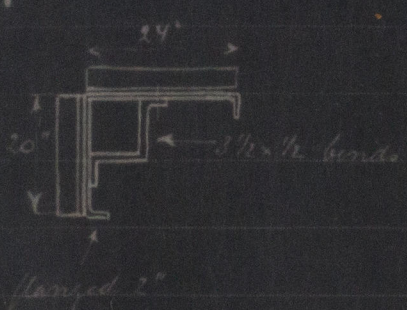
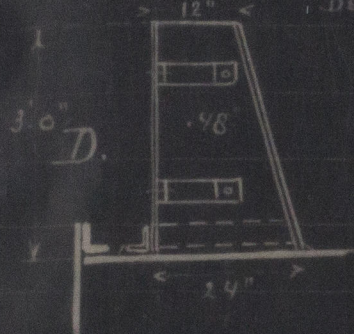
Committee's Minute  
Character Assigned



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



S.S. "HANNAH"CONVENTION TIMBER FREEBOARD.BULWARKS IN  
FORE & AFTERWELLS.SOCKETS FOR  
UPRIGHTS IN  
WELLS.FASTENINGS  
FOR LASHINGSSOCKETS FOR  
UPRIGHTS ON BRIDGE  
DECK

The purpose is to carry timber cargoes in fore and after well and on long bridge.

Permanent bulwarks are fitted in fore and afterwells stiffened on upper edge by railing profile and supported by stanchions attached to deck by double lugs and to bulwark plate by double lugs as shown in sketch A.

Wood uprights are fitted in strong sockets composed of plate  $6 \times \frac{3}{4}$  welded to deck stringer plate see sketch B. and railing profile are fitted with holes in order to receive lashings for securing the uprights.

On bridge deck wood uprights are fitted in efficient plate sockets secured by pin clips and connected to bridge deck stringer plate by electric welding, see sketch D.

The sockets are spaced not more than allowed by the Rules viz 10 feet apart and 6'6 from bulkheads. Over all lashings are used consisting of 3" steel wire ropes in connection with short length of  $\frac{7}{8}$ " long link chain, shackle screws and slip hooks.

The lashings are fastened to strong lugs provided with oval hole to take shackles and connected to deck stringer plate by electric welding, see sketch C.

No. 2, 4 (engine room) and 5 double bottom tanks have a watertight centre division.

Access to the quarters of the crew, to machinery space and to all parts used in the working of the vessel will at all times be available.

Lifeboats will be fastened at the centre line of the ship and guard rails will be secured to the uprights above the deck cargo on each side of the vessel.

Access to the crew quarters in the forecabin can be obtained through a strong steel companion at after end of forecabin deck.

The steering gear has been arranged along the side coamings of hatchways on the bridge deck and in afterwell and rods and chains are effectively protected from damages by cargo through being encased in strong steel box composed of 2 channelbars. Hand steering gear is fitted on poop deck and was found in good working order.

Dr. W. W. W.