

REPORT of SURVEY for REPAIRS, &c.

of writing Report *1905* 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 *07*
 Book *62* on the *Wood, Iron or Steel* *HANNAH*
 TONNAGE Built at *Newcastle* By whom *Wm & J. B.* When *1884*
 GROSS *3730* Owners *M. K. S. S. S. S.* Owners' Address *(If not already recorded in Appendix to Register Book).*
 UNDER DEK. *3480* Managers *P. W. M. M. M.* Port belonging to *Rotterdam*
 T *2311*

Surveyed Afloat or in Dry Dock *SD* Name of Dock *Red Dock* Destined Voyage
 B=Cell DBorDBa feet: uE&B feet: f feet
 al capacity tons. FPT tons; APT tons; MT feet tons.

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	CHARACTER	Machinery and Boiler
* for special Survey	Date of last survey and of Periodical Surveys.	surveys (including date of N.B., if any).
<i>HDDA 1536</i>	<i>HDDA 1536</i>	<i>HDDA 1536</i>
<i>WRT 210.413.586</i>	<i>WRT 210.413.586</i>	<i>DBI 1026</i>
		<i>11 seen 436</i>
		<i>NDB 32 711 036</i>

Previous Report, No. *11* Port *Rotterdam*

Medical 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.

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*

Society's Freeboard (if assigned) as painted on Ship and now verified *11*

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

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

The vessel is reported to have encountered heavy weather during her last voyages. The vessel has been placed in dry dock, bottom and sides cleaned and examined, and the following repairs carried out: 2 starboard plate 2 port beam fractured and now renewed; 2 masts of starboard side renewed in shell plating port and starboard and in beams and angle cross members; 2 beams of shell plating in way of starboard side renewed, also beams in No. 1 hold renewed; 2 beams of starboard side renewed in bottom plating and in frames floor and intermediate in double bottom renewed; 2 beams of starboard side renewed in margin plate and seams of bottom plating renewed when required; 2 beams of starboard side renewed in bilge keels starboard; 2 beams of starboard side renewed in place, port bilge keels renewed; 2 beams of starboard side renewed in both bilge keels renewed. Bottom and rudder renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1							2 beams prepared to enable her to carry limit cargo, also in bilge keels and floor arrangements altered to suit cargo and efficiently protected from damage, all as detailed in continuation sheet attached to this report.
Removed and Faired or Repaired								
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
Deck	<i>good</i>	<i>no</i>	<i>no</i>
Planking of Decks	<i>no</i>	Dbing. Plates under Sounding Pipes	(State if on Port). When put on, Month Year
Stowings	<i>no</i>	Engine Room Skylights	Boats
Rims & Fastenings	<i>no</i>	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Sides Plating	<i>no</i>	Oil Bunkers	Condition, how ascertained
in way of sidelights	<i>no</i>	Scuppers	(State if scuppers removed)
Breasthooks	<i>good</i>	Cargo Hatchways	Sails
Stemson	<i>no</i>	Hatches of Wood Vessels	Equipment letter
Frames	<i>no</i>	Planking	Anchors, No. of
Reverse Frames	<i>no</i>	Caulking	Chain Locker
Longitudinals	<i>no</i>	Treenails	Cables (State if now ranged)
Transverses	<i>no</i>	Breasthooks & Stemson	length mean diam.
Booms	<i>no</i>	Transoms Pointers, & Crutches	(on board) Rule length size
Decks	<i>no</i>	Timbers of Frame at openings	Hawser & Warps
Decks	<i>no</i>	Ditto Ditto at other places	Standing and Running Rigging
Decks	<i>no</i>	Stringers, Clamps & Sheifs	
Decks	<i>no</i>	Salting	
Decks	<i>no</i>	(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 ptxd24, &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 5-7.

Survey Fee (per Section 29) *60.00*
 Special Damage or Repair Fee (if any) *75.00*
 Travelling Expenses (if chargeable) *3.00*
 Second Surveyor's Fee (if any) *2*

Fees applied for *18*
 Received by me, *R. W. M.*
 Surveyor to Lloyd's Register of Shipping

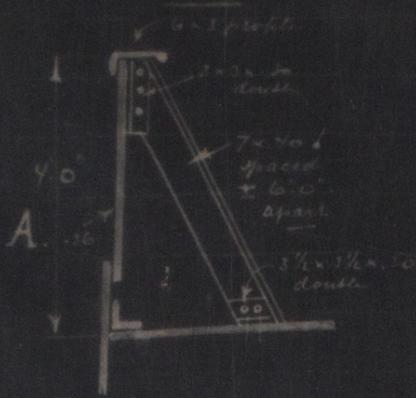
Committee's Minute
 Character Assigned



Is certificate required? If so, to be sent to

S.S. "HANNAH" CONVENTION TIMBER FREEBOARD.

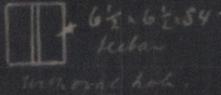
BULWARKS IN FORE- & AFTERWELLS.



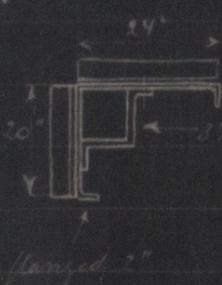
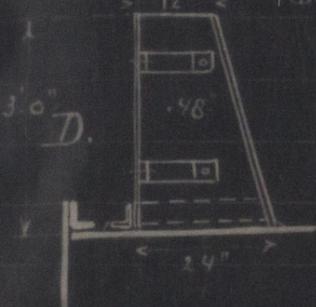
SOCKETS FOR UPRIGHTS IN WELLS.



FASTENINGS FOR LASHINGS.



SOCKETS FOR UPRIGHTS ON BRIDGE DECK.



The General purpose to carry timber cargoes in fore and after well and on long hidge -

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" x 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 win clips and connected to hidge 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. Overall lashings are used consisting of 3" steel wire rope in connection with short length of 7/8" long link chain, stretching 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. Nos 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.

Lifebuoys 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 coaming of hatchways on the bridge deck and in afterwell and rods and chains are effectively protected from damage 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.



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