

8. *Cisneros* (Received at London Office SAT 23 JUL 1921) No. 14652 a
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *28 July 1921* When handed in at Local Office *19* Port of *HAMBURG*
No. in Survey held at *HAMBURG* Date, First Survey *17th June* Last Survey *16th July 1921*
g. Book. *2749* on the ~~Wood, Iron or~~ Steel *SC SR.* "RABAT" (No. of Visits *14*) Master *H. W. Skunyp* 1921
TONNAGE:— Built at *Lubeck* By whom *Shiffsw. v. Henry Koch* When *1912*
GROSS *1727* Owners *Mac. Andrews & Co. Ltd* Port belonging to *London*
UNDER DK. *1525* Owners' Address
NET *1015* (if not already recorded in Appendix to Register Book).
Surveyed Afloat or in Dry Dock? *yes* Name of Dock *Skulcken Lohu* Destined Voyage *London*
WB=CellDBorDBa feet; uE&B feet; f feet; }
Total 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, girders, and of the inner bottom plating, especially in the boiler space.
Last 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. *M. 28.6.21; M. 27.6.21; S. 13.6.21; S. 4.7.21; M. 7.7.21; M. 12.7.21*
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. *Andasse*
Date of last Survey and of Periodical Surveys. Year Assigned now applied. Machinery and Boiler Surveys (including date of N.B., if any).
Society's Freeboard (if assigned) as painted on Ship and now verified *1 ft. 9 1/2 ins.*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey in anticipation of class.*

The vessel placed in dry-dock, the bottom cleaned, examined Keel, Stem, Stemframe and outside plating and found all parts in good condition and the bottom now recoated. The rudder and steering gear and connections examined and found now satisfactory. The holds and peaks cleared, all ceiling removed from tank tops and bilges and plating exposed in way of side-lights, all parts found now freed from rust. Examined framing and plating, stringers, bulkheads, beams and their connections and found all parts now in order and the holds and peaks recoated throughout. — The coal bunkers cleared, all ceiling removed from tank top and bilges and all parts after being freed from rust examined and now recoated satisfactory. — The Engine and Boiler spaces and Bilges cleared, examined framing, plating, seatings and

Summary of Damage Repairs:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired	2							
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Plating	Good	Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
Plating of Decks	"	Inner Bottom Plating	"	Engine Room Skylights	"	(State if on Belt.)	
Plating of Bulkheads	"	State if Tanks have been examined inside	yes	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Plating of Bulkheads	"	State if Tanks now tested	yes	Scuppers	"	Boats	Good
Plating of Bulkheads	"	Bulkheads	Good	Cargo Hatchways & Ventilators	"	Masts, Yards, &c.	Good
Plating of Bulkheads	"	Ceiling	"	Hatches	"	Condition, how ascertained	Examined
Plating of Bulkheads	"	Cement or Asphalt (State which.)	Cement	Planing of Wood Vessels	"	(State if wedges removed)	yes
Plating of Bulkheads	"	Rudder	Good	Caulking	ditto	Sails	"
Plating of Bulkheads	"	Steering gear and its connections	"	Treenails	ditto	Equipment letter	"
Plating of Bulkheads	"	Windlass	"	Breasthooks & Stemson	ditto	Anchors, No. of	3 B-15-1K
Plating of Bulkheads	"	Have Pumps now been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	yes
Plating of Bulkheads	"	Have Sluice Valves now been examined and found efficient?	yes	Timbers of Frame at openings ditto	"	length	233 1/2 ft. size 1 3/4"
Plating of Bulkheads	"	Have Watertight Doors now been examined and found efficient?	yes	Ditto ditto at other places ditto	"	Rule length	size
Plating of Bulkheads	"			Stringers, Clamps & Shells ditto	"	Hawser & Warps	Complete
Plating of Bulkheads	"			Salting (State if examined.)	"	Standing & Running Rigging	Good

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel now appears to be in a sound & efficient condition eligible in our opinion to have record of Survey 2/21 and notation of S.S. HAMBURG No 2-21 providing the scantlings & other particulars given comply with the Rules for 100 A1 class in the Society's Register Book.

Survey Fee (per Section 29) £ *60* Fees applied for, *26/7/1921*
Special Damage or Repair Fee (if any) £ Received by me, *19.8.1921*
Travelling Expenses (if chargeable) £
On Surveyors Fee (if any) £
Surveyor to Lloyd's Register of Shipping. *Geo. Dykes*
Thymering

Committee's Minute
Character Assigned *See First Entry report*
FRI. AUG. 19 1921
FRI. 2 DEC. 1921
FRI. 10 FEB. 1922
FRI. 23 JAN 1925
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Port of *Hamburg* Continuation of Report No. *14652^a* dated *20th July 1921* on the

and bearers and found all parts coated now in good condition. All double bottom tanks also the fore and after peak tanks opened out, examined inside floors & framing & cement and found all cleaned and now cement-washed in good condition. All above tanks & plates now fitted & tested and found tight. Examined all decks found now in good condition. Hatch-ways throughout, webs, fore & after & hatches in position examined, also Ventilator - coverings & covers and found all now in good order. —

Anchors examined, cables ranged and found 3 Bower, 1 Stream & 1 Hodge and 23 $\frac{1}{2}$ fathoms 1 $\frac{1}{4}$ " chain - cables in good working condition. Of the above chain cables are 30 fathoms now supplied also one bower anchor. The anchor & cables compared with Certificate and found in order. Chain locker cleaned and recoated now in good order. - Masts, spars and Riggering examined, wedges removed and rigging with screws now repaired satisfactory. (A new 15 fms derrick placed on board examined and found all parts satisfactory.)

Steam steering - gear and all connections, hand gear, windlass, pumps, watertight doors, air & sounding - pipes with doubling - plates examined and found all parts were in good working condition. -

Repairs now carried out:

On port side in HL strake No. 1 and No. 2 plate from stern removed, faired and replaced. Small indent in upper side plating aft now faired in place, started rivets where found removed and seams recaulked satisfactory. The strake below sheer doubled both sides about 20' 0" long at the front of the bridge, satisfactory. -

The snappers situated within the long poop and bridge to the bilges have now been cleared and 4 new snappers, strong 3" pipe - bungs, now each side led overboard. -

The fore-castle-deck now wood-sheathed, shifting beams repaired, windlass overhauled, hatches repaired and minor small repairs now carried out. All parts repaired now cooked in good condition.

The freeboard is marked on vessels sides as above and verified

Geo. Dykes
Tulsa, Okla.

§ 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:—

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Land off 14 June 1921
A. Jones