

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11th Sept 22 When handed in at Local Office 19 Port of Bremen
 No. in Reg. Book. Survey held at Geestmünde Date, First Survey 15th May, Last Survey 11th Sept. 19 22
 on the Wood, Iron or Steel SSR MORA Master G. Teubke & Co.

TONNAGE:— Built at Geestmünde By whom G. Teubke & Co. When 1922 MONTH 7
 GROSS 5152 Owners F. C. Strick & Co. Ltd. Port belonging to Luxemburg
 UNDER DK. 3831 Owners' Address
 NET 2839 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? both Name of Dock G. Teubke & Co. Destined Voyage India Kingdom

WB=CellDBorDBa feet; uE&B feet; f feet; f
 total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted 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. 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.)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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 No 2 in anticipation of Classification in the Society's Register Book.

The Vessel placed in Dry Dock examined her outside plating, stem & stern frame and found now coated in good condition.

The rudder and steering connections examined and found in order.

The hold, plate, bulkhead & engine and boiler spaces examined throughout before ceiling was laid found framing, deck, beams & knees, bulkhead plating and stiffeners, stringers, floor top plating & frame connections coated in good condition.

All double bottom tanks in way of hold, bulkhead, engine & boiler spaces as well as the fore and after plate tanks and top tanks examined inside and found coated in good condition.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
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>Yes</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt) <u>Good</u>
Caulking of Decks <u>—</u>	State if Tanks now tested <u>Good</u>	Engine Room Skylights <u>—</u>	When put on, Month <u>—</u> Year <u>—</u>
Waterways <u>—</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>—</u>	Boats <u>Good</u>
Coamings <u>—</u>	Ceiling <u>—</u>	Scuppers <u>—</u>	Masts, Yards, &c. <u>—</u>
Beams & Fastenings <u>—</u>	Cement or Asphalt (State which) <u>—</u>	Cargo Hatchways <u>—</u>	Condition, how ascertained <u>examined</u>
Outside Plating <u>—</u>	Rudder <u>—</u>	Hatches <u>—</u>	(State if wedges removed) <u>none</u>
Caulking of ditto <u>—</u>	Steering gear and its connections <u>—</u>	Plating of Wood Vessels <u>—</u>	Sails <u>—</u>
Rivets <u>—</u>	Windlass <u>—</u>	Caulking ditto <u>—</u>	Equipment letter <u>OK</u>
Breasthooks & Crutches <u>—</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>—</u>	Anchors, No. of <u>3A 1A 1K</u>
Transoms <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>none</u>	Breasthooks & Stemson ditto <u>—</u>	Cables (State if now ranged) <u>Yes</u>
Frames <u>—</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>—</u>	„ length <u>270 feet</u> size <u>2 3/16</u>
Reverse Frames <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>—</u>	„ Rule length <u>70</u> size <u>2 2/16</u>
Floors <u>—</u>		Ditto ditto at other places ditto <u>—</u>	Hawser & Warps <u>Good</u>
Keelsons <u>—</u>		Stringers, Clamps & Shells ditto <u>—</u>	Standing & Running Rigging <u>—</u>
Stringers <u>—</u>		Selling ditto <u>—</u>	
Inner Bottom Plating <u>—</u>		(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, 1,15,“ 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 having complied with the requirements of the prescribed P.P. No 2 it is submitted that record of Survey 9, 22 be entered when the Society has decided on the question of her class in the Register Book.

Survey Fee (per Section 25) £
 Special Damage or Repair Fee (if any) (per Sec. 25) £ 120: 0: 0
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

6.11.1922

Geo. Dykes G.H.B. R.M.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See minute on T.E. report

FRI. SEP. 20 1922



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STEELCSR "MORA"

condition. Cement in bottom found sound and adhering satisfactorily to the steel.

All double bottom Tanks in way of holds, bunkers, engine and boiler space as well as the fore and after peak tank and the top Tanks filled tested and found tight.

The decks, hatchways, coamings, web plates and hatch in place also the ventilators and their coamings examined and found in order.

The anchor examined and the cable ranged found 270 fathoms 23/16" in good condition. Anchors and cable compared with the Germ. Lloyd Certificate and found correct. Windlass examined found good.

Mast (no wedges) spars and rigging examined and found in order.

Steam & hand steering gear and quadrant found good.

Both fore pumps, watertight door, air & sounding pipes and doubling under sounding pipes examined and found good and in compliance with the Rules.

Rigging, hawsers, wharps and General Equipment found in order.

Structural Alterations:— The following alterations have been carried out in conformity with the approved plan and the Secretary's letter:—
2 web frames each side in the forward hold and 1 ditto at the end of machinery on both sides fitted, the watertight flat and deck in the forward hold additionally supported, the trunk deck in way of the machinery space supported by additional pillars, two strakes of the inner bottom plating each side under the boiler doubled, watertight transverse divisions fitted in the longitudinal tank at the sides of the trunkways, the outside plating at break of poop doubled for a length of 10 frame space, an additional stringer fitted in the fore peak also 2 additional breast hooks, the steel deck in the after peak additionally supported by struts and bracket plates and minor amendments carried out in conformity with the approved plan and the Secretary's letter.

Freeboard:— The Freeboard assigned by the Committee as per the Secretary's letter M. dated 22nd August 1922 has been marked at the Ship's side and verified.

Note:— as now stated by the Owners the longitudinal tank at the sides of the trunkways will not be used for water ballast.

Geo. Byrnes J.H.C. Home

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