

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6-9-1928 When handed in at Local Office 19- Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 29-8 Last Survey 1-9 1928
Reg. Book.

53048

53048

TONNAGE:-

GROSS 3103

UNDER DECK 2014

NET 2070

Built at Hamburg By whom Blohm & Ross When 1911

Owners Reed. F. Kaiser G. m. b. H. Owners' Address Hamburg

Managers

Port belonging to Hamburg

Surveyed at Rotterdam in Dry Dock?

Name of Dock P. G. Dock Destined Voyage Valparaiso

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. 18163 Port Ham

(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.)

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 Yes, to Owners

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

Representative, but not required Certificate B attached

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

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

The vessel is reported to have been in collision off Dungeness with the French steamer Daphne of Caen on the 25th of August 1928.

The vessel has been placed in drydock fully loaded and has been partly lifted to repair as far as possible the damage to the bowplating above the waterline. The following repairs have now been carried out:

Starboard Sheerstrake plate 1 - fair in place.

1st stake below sheer plate 1 - renewed.

doubling on this plate - removed fair in place and replaced.

1st stake below sheer plate 2 - fair in place2nd stake " " " 1 - renewed.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	4							Starboard keelsons and deck plates
Removed and Fair or Repaired		4	5					doubling plate by way keelsons & deck plates
Fair or Repaired in place	8	7	6		1			

PRESENT CONDITION OF THE

Decks	govt	State if Tanks have been examined inside	no	Dblg. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	no	Engine Room Skylights		(State if on Pest).	
Coamings	"	Bulkheads	not int.	Coal Bunkers, Open'gs, Lids, &c.		When put on, Month	Year
Beams & Fastenings	in way dam	Ceiling		Scuppers		Boats	govt
Outside Plating	"	Cement or Asphalt (State which.)		Cargo Hatchways	govt	Masts, Yards, &c.	not int.
Breasthooks	"	Rudder		Hatches		Condition, how ascertained	
Transoms		Steering gear and its connections	govt	Planking of Wood Vessels		(State if keelges removed)	no
Frames	in way dam govt	Windlass		Caulking	ditto	Sails	
Reverse Frames	"	Have Pumps now been examined and found efficient?		Treemalls	ditto	Equipment letter	Y.
Longitudinals		Have Sluice Valves now been examined and found efficient?		Breasthooks & Stemson	ditto	Anchors, No. of	complete
Transverses		Have Watertight Doors now been examined and found efficient?		Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	no
Floors		Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings	ditto	" length (on board)	size
Keelsons				Ditto ditto at other places	ditto	" Rule length	size
Stringers				Stringers, Clamps & Shells	ditto	Hawser & Warps	sufficient
Inner Bottom Plating				Salting (State if examined.)	ditto	Standing and Running Rigging	govt.

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."

The vessel is now in a fit condition to proceed on her voyage and in my opinion eligible to be continued as classed without record of survey, subject to permanent repairs being carried out upon completion of present voyage.

Survey Fee (per Section 20)	£	Fees applied for, 1928	
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 75.00	Received by me,	
Travelling Expenses (if chargeable)	£ 5.00	19	
Second Surveyor's Fee (if any)	£		

Committee's Minute

FRI. 28 SEP 1923

Character Assigned

As now Subject

FRI. 5 JUL 1929

Surveyor to Lloyd's Register of Shipping.



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W.E.—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.

Start 2nd shank below sheer plate 2 - fair in place.

3rd " " " " 1 - renewed.

3rd " " " " 2 - fair in place

4th " " " " 1 - Cropped and partly renewed

5th " " " " 1 - fair in place

In way of same No. 1, 2, 3 and 4 frames & No. 6, 7, 8 and 9 cross frames cropped, removed, fair and replaced and butter by electric welding as a temporary repair. No. 5, 6, 7 and 8 frames and No. 6, 7 and 8 cross frames fair in place. One breasthook and face bar removed fair and replaced; one breasthook and deck of chainlocker fair in place; 1 deckstringer leg removed fair and replaced and 3 stringulugs fair in place, 1 beam fair in place and 1 beambracket removed fair and replaced.

Starboard house pipe and deckplate renewed, port deck in way of starboard house pipe partly renewed. Railing and stanchions on forecastle deck repaired and renewed as required.

Port 2nd shank below sheer plate 1 - fair in place.

3rd " " " " 1 - fair in place.

4th " " " " 1 - fair in place.

In way of same 3 frames and cross frames fair in place.

Stemplating below waterline found indented, frames and cross frames in way of same more or less bent and the foremast 3 stons in forepeak more or less buckled. All broken and disturbed cement in the foremast frame space has been removed, started and leaking rivets caulked and made tight and an efficient cement box fitted entirely covering damaged parts.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collector 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.	Inch.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Inch.			
	2 Botstays overhauled; Marlingale boom renewed;										
Iron Stream Chain or Steel Wire.	2 Marlingale stays renewed; all connections of bowsprit overhauled										

and made in order. Renewal and repaired plating tested by hose upon completion of repairs and found tight. All repaired parts recoated. The Owner's Representative states that permanent repairs will be carried out upon return from present voyage, which may in my opinion meet with the Committee's approval.

Drush