

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3rd April 1930 When handed in at Local Office 10 Port of Hamburg
 No. in Survey held at Hamburg Date, First Survey 18th March Last Survey 3rd April 1930
 Reg. Book. 02889 on the Wood, Iron or Steel 4 Mst. Pl. PRASSAT (No. of Visits 7)

TONNAGE - Built at Hamburg By whom Glohn & Co. When 1911 - 11
 GROSS 3183 Owners Red. F. Gaeisg. & Co. G. m. b. H. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DE. 2884 Managers (Port belonging to Hamburg)
 NET 2870

Surveyed Afloat or in Dry Dock? both Name of Dock Glohn & Co. Destined Voyage Chile
 WB=Cell DBor DBa 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. 18651 Port Rot

(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. 11. 4th March 1930)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd No. 2 & damage repairs:
 The vessel placed in dry dock, the bottom cleaned, examined keel, stem, stern post and outside plating, found all parts in good condition and the shell now recoated through out. The rudder lifted, examined, one gudgeon rebushed, found now in good working order. The holds and peaks cleared, all ceiling & hatches removed from bilges, examined framing & plating, keelsons, floors & cement, found all parts free from rust, the holds now re-coated and the bilges now cement washed in good condition. The after peak tank opened out, examined inside floors, framing & cement, found all iron work now cement washed in good order. The after peak tank fitted, tested and found tight. Decks examined, found in good condition. Hatchways, webs, fore & after & hatches in positions examined and found all these parts in good order. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed	3.	2 party.	✓	✓	✓	✓	✓	5 beam brackets.
Removed and Faired or Repaired	3.	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place	4	10.	✓	✓	5	✓	✓	✓

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt).
Decks <u>good.</u>	State if Tanks now tested <u>after peak</u>	Engine Room Skylights <u>good.</u>	When put on, Month Year
Caulking of Decks <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>yes.</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>✓</u>	Planking of Wood Vessels <u>✓</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Windlass <u>✓</u>	Caulking ditto <u>✓</u>	Equipment letter <u>4</u>
Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>yes.</u>	Treenails ditto <u>✓</u>	Anchors, No. of <u>3 B. 13. 1K.</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>yes.</u>	Breasthooks & Stemson ditto <u>✓</u>	Cables (State if now ranged) <u>yes.</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	„ length <u>300 fms.</u> size <u>2 1/4</u>
Transverses <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>✓</u> size <u>2 5/8</u>
Floors <u>good.</u>		Ditto ditto at other places ditto <u>✓</u>	Hawser & Warps <u>complete good.</u>
Keelsons <u>✓</u>		Stringers, Clamps & Shells ditto <u>✓</u>	Standing and Running Rigging <u>good.</u>
Stringers <u>✓</u>		Salting (State if examined.) ditto <u>✓</u>	
Inner Bottom Plating <u>✓</u>			

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 pND24, &c.”
 This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as now classed in the Society's Register Book and to have fresh record of Survey 4, 30 and the notation of S.S. Ham. 2nd No. 2-30.

Survey Fee (per Section 20) £ 20 : - : - Fees applied for, 1. 4. 1930
 Special Damage or Repair Fee (if any) £ 5 : - : - Received by me, 18. 8. 1930
 Travelling Expenses (if chargeable) 11/6 : - : -
 Second Surveyor's Fee (if any) £ : : :
 Committee's Minute FRI. 11 APR 1930
 Character Assigned 1000
S.S. No. 2-30
 Friedrich Ohlgen.
 Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN

The chain locker examined, found now cleaned & recoated satisfactory

Masts, spars and rigging examined, wedges removed, rigging & rigging screws overhauled and found all parts in good order. Steering gear with all connections, windlass, pumps, air & sounding pipes with doubling plates examined and found all these parts now generally overhauled in good condition. All deck erections and accommodation rooms examined and found same satisfactory.

General Equipment examined, found complete good.

Repairs wear & tear: Ciling in holds partly renewed and cargo battens made complete. A number of hatches renewed. A number of loose rivets in the jack stay of the main topsail yard now replaced by tap bolts. Minor overhauling repairs carried out satisfactory.

Damage repairs now done: damage stated to have been sustained through collision with the S.S. "British Governor" during her voyage from Hamburg to Chile on the 25th June 1929. (See also Special Reasons List.)

On port side the stem plates in A + E strake removed, faired and replaced.
The stem plates in B, C + D strake renewed. Lower part of frames Nos. 1 + 2
from forward renewed.

On starbd. side the stem plates in C + D. shake partly riveted and faired in place.

On port side in way of main mast the shell plate I. No. 9 from forward removed, paired & replaced and strake 14. Nos. 8 & 9 from fore. paired in place. One twin duct

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

stringer plate in way of removed shell plate removed faired & replaced, 10 frames and 5 tween deck beams faired in place and 5 beam brackets renewed. —

Tested repairs on completion and found all parts now tight and recoated in good order.

Certificate & Riggers Report attached.

Friedr. Ohlgen.