

15-48
Swansea

20th October 1921.

H. McC. Paton

Messrs The British Tankers Ltd: acting on behalf of the Shipping Controller attend on board the ex German steamer "EMIL GEORG VON STAUSS" 4969 tons gross, No 14991 in Register Book, whilst the vessel was lying in the Queen's Dock, Swansea on the 17th October 1921 and subsequent dates for the purpose of ascertaining and reporting upon the condition of the hull and machinery.

All cargo tanks and cofferdams examined internally and found in good order. Fore and after peaks and peak tanks examined internally and found in good order. Pump rooms examined and found in good order. Engine and boiler spaces examined and found in good order. Forecastle and poop spaces examined and found in good order. Decks, hatches, coamings and tank covers, ventilators, masts, spars and rigging, examined and found in good order. Equipment examined and found the following wires and ropes on board:-

Two 8" manilla ropes. Two 4" wire ropes.

Two 7" " " Four 3" wire ropes.

Two 6" " " One 3 $\frac{1}{4}$ " wire ropes.

Three bower anchors, one stream anchor and one kedge anchor, 270 fathoms 2.3/16" chain cable stated to be on board.



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1st follower.

Windlass and steam steering ~~gear~~ The opened out and examined and found:- Port main driving shaft bearing bracket of windlass broken and starboard crank shaft bearing bracket of steering engine broken, both have now been renewed.

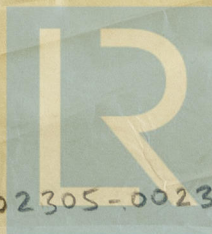
In my opinion so far as can be judged from the inspection of the parts now seen and having carefully read over the previous report. The vessel appears to be in a fit condition to run for six months from date of present survey.

MACHINERY.

The machinery and boilers were not opened out but as far as can be seen from the external examination now made they appear to be in a good working condition. The cargo pumps were examined externally and appear to be in a good condition, the Port pump has now been repaired by fitting a new set of cylinders.

In my opinion so far as can be judged from the examination of the engines and boilers now made, her machinery appears to be in a fit condition to run for a period of six months from the date of present survey.

Harold Moffat



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