

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23.6.1950

When handed in at Local Office

19

Port of

Hamburg

No. in
Reg. Book.

Survey held at Hamburg

Date, First Survey 15.3.50.

Last Survey 31.5.1950

19

50

16057

on the ~~Steel~~ ~~Steel~~

S.S. "LACKLAN"

TONNAGE:

GROSS 8670

UNDER DK. 8020

NET 5223

Built at Port Glasgow

By whom Lithgows Ltd.

When 1929

MONTH 1

Owners Deutsche Vacuum Oel A.G.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Hamburg

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Deutsche Werft A.G.

Destined Voyage

Cell DBor DBa

feet; uE & B

feet; f

fee

total capacity

tons. FPT

tons; APT

tons; MT

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplement)

CHARACTER.

* for Special Survey

Date of last Survey and of

Periodical Surveys.

Machinery and Boiler

Surveys

(including date of N.B. if any).

N.B. All alterations in the existing records should be underlined.

Last Report, No. 49040

Port HAMB

+ 100 A 1

3,49

+ LMC 6,46

BS 3,49

ssPhl. -6,46

CL 2,49

Carrying petroleum in bulk

fitted for oil fuel 1,29 F.P. above

150 F.

Periodical Surveys, when held, must be reported in detail and in addition in the terms of the Rules and items remaining to complete the Survey should be summarised. 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 date 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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (drilled) and repairs wear and tear: -

The vessel placed in dry-dock, the bottom and side plating thoroughly scaled, examined, keel, stem, stern frame and outside plating found all now repaired where necessary and the shell now recoated throughout in good condition. The rudder lifted, all gudgeons rebushed and the rudder now altered to an displacement stream line rudder (see sketch attached), found same now in good working order.

The forward dry cargo hold, store spaces on top of fore and after peak, poop and bridge spaces and pump rooms cleared, ceiling lifted where fitted and plating exposed in way of side lights, examined framing, plating and bulkheads, found all iron work now recoated in good condition.

The main cargo tanks throughout, summer tanks, cofferdams, fore and after peak tanks, oil fuel bunker forward and aft and double bottom ballast and feed water tanks in way of forward dry cargo hold, forward pump room and in way of engine and boiler room opened out and cleaned, examined inside floors, framing, bulkheads, stringers, beams and

SUMMARY OF DAMAGE REPAIRS: -

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

De. Plates.

Other Items: -

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

In way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stems

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Salting

State if examined.

Copper, or V.M.

(State if as Felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition and eligible in my opinion to remain as classed in the Register Book with fresh record of dry-docking Hamburg 5,50 and to have the notation of S.S. Hamburg 5,50 (Dr.).

S.R.L. The item "Rudder to be specially examined next docking" may be deleted.

Survey Fee (per Section 29) S.S. £ 185 : 0 : 0

Special Damage or Repair Fee (If any) £ 115 : 0 : 0

Travelling Expenses (If chargeable) £ 8 : 8 : 0

Second Surveyor's Fee (If any) £ 6 : 10 : 0

Committed's Minute

Fees applied for

Received by me

19

19

TUES. 1 AUG 1950

Character Assigned

5,50 Ham without spl chr

SS Ham - 5,50

S. 4,50

+ LMC 5,50

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

The Owners, Ham

003540-6146 1/2

