

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 16th Oct. 1956 When handed in at Local Office 1956 Port of HAMBURG  
No. in Reg. Book Survey held at Hamburg Date, First Survey 17th May, 56 Last Survey 5th October, 1956  
on the Wood, Iron or Steel Mo. "LOUIS LANTZ (ex. SKOTAAS)" (No. of Visits 44)

TONNAGE: — Built at Dundee By whom Caledon S.B. & E. Co. Ltd. When 1931 MONTH 4  
GROSS 8292.94 Owners Wm. H. Müller & Co. N.V. Owners' Address —  
UNDER DECK 7528.8 (If not already recorded in Appendix to Register Book)  
NET 4204.55 Managers — Port belonging to Rotterdam

Surveyed Afloat or in Dry Dock? both Name of Dock Howaldt Destined Voyage —  
Cell D Bor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 4707. Port 660

Periodical Surveys, when held, must be reported in detail and serially 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 dates and initials of any letters respecting this case

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1	* LMC CS 7/51
8/55	BS 9/54
SS Ans 7/51	CL p 8/55
	s 8/54
Carrying petroleum in bulk.	

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 255mm

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, Special Survey, Renewal of Freeboard Survey, Conversion, Change of Class.

Change of Ownership and Repairs.

NOW DONE:— Ship placed in floating dock, shellplating, sternframe and rudder cleaned, examined and coated.

Ship undocked on the 1st September, 1956.

EXAMINED:— All holds, tweendecks, fore- and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, cleats and battening arrangements, anchors, chaincables, chainlocker, mast, rigging, steering gear, auxiliary steering gear, windlass, gangways, general equipment, pump, water tight doors, ventilator coamings and covers, air- and sounding pipes, (Striking plates fitted).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ..								

## PRESENT CONDITION OF THE

Decks	Efficient	Bulkheads	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.	✓
Caulking of Decks	Efficient	Ceiling	NE	Coal Bunkers, Openings, Covers, &c.	NE	(State if on Felt.)	
Coamings	Efficient	Cement or Asphalt	Efficient	Oil Bunkers	Efficient	When fitted, Month	✓
Beams & Fastenings	Efficient	Rudder	Good	Scuppers	Efficient	Year	✓
Outside Plating	Efficient	Steering gear and its connections	Good	Cargo Hatchways	Efficient	Boats	Efficient
" " in way of sidelights	Efficient	Windlass	Good	Hatches	Efficient	Masts, Yards, &c.	Efficient
Frames	Efficient	Have pumps been examined and found efficient?	YES	Planking		Condition, how ascertained	From aloft
Reverse Frames	NE	Have Sluice Valves been examined and found efficient?	NE	Caulking		(State if wedges removed.)	
Longitudinals	NE	Have Watertight Doors been examined and found efficient?	YES	Treenails		Equipment letter	CT
Transverses	NE	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		Anchors, No. of	38 + 15 ✓
Floors	Efficient	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Cables (State if now ranged)	YES
Keelsons	Efficient	Doubling Plates under Sounding Pipes	YES	Timbers of Frame at openings		" length	20 mean diamr. 60.5
Stringers	Efficient			" " at other places		" Rule length	20 1/2 size 62mm
Inner Bottom Plating	Efficient			Stringers, Clamps & Shelves		Chain Locker	Efficient
Have the Tanks been examined internally?	YES			Sitting		Hawsers & Warps	Sufficient
Have the Tanks been tested?	YES			State if examined		Standing and Running Rigging	Efficient
						Sails	

## General Observations, Opinion as to Class, Recommendation, &amp;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."

It is submitted this ship is eligible in my opinion to have the class \* 100 A1 with record of Docking 9.56 and to have the notation S.S. Ham 10.56 (Dr.) and to have the notation "Cargo battens not fitted" recorded in the Register Book.

THANKER DRAWING. Special Survey 144: 0: 0  
Survey Fee (per Section 23) ✓ \$100-0-0  
WEAR & TEAR REPAIRS  
Total Damage or Repair Fee (if any) 320: 0: 0  
(per Section 23) CONVERSION  
Travelling Expenses (if chargeable) \$ 25-0-0  
Received by me, 19

Fees applied for, 09 04

Received by me, 19

Surveyor's Fee (if any) LATE FEE \$ 5: 5: 0

Committee's Minute

Character Assigned

TUESDAY 15 JAN 1957

Amend class to +100 A1

956 Ham

S.S. Ham 10.56 (Dr.)

Port S.N 8.56

Shed 5. 8.56

Conv. Tanker '56

+ LMC CS 10.56

DRS 9.56

SPS 10.56

"Cargo battens not fitted"

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation







Thickness of Plating ascertained by drilling

## SHELLPLATING:-

Strake	Aft			Fwd		
	Amidship Orig. (ps) thickn. mm	(ss)	Frame 57/58 Orig. (ps) thickn. mm	(ss)	Frame 134/135 Orig. (ps) thickn. mm	(ss)
Flatekeel	25,5	2	23,6	2	23,6	2
A - Str.	17,5	18,7	16,6	17,5	17,2	17,3
B - Str.	17,5	17,3	17,9	17,5	18,0	17,4
C - Str.	17,5	14,1	15,0	17,5	14,0	16,4
D - Str.	17,5	17,5	18,0	17,5	18,3	15,7
E - Str.	17,5	15,9	14,7	17,5	14,2	14,2
F - Str.	16,5	15,8	14,8	16,5	14,0	13,5
G - Str.	16,5	14,0	13,7	16,5	14,0	14,1
H - Str.	16,5	16,3	15,3	16,5	13,3	13,5
J - Str.	19,0	19,3	18,4	19,0	17,0	18,0
K - Str.	25,0	24,1	23,7	25,0	24,1	24,2

## UPPERDECK:-

Strake	Frame 42/43			Frame 120/121		
	Amidship Orig. (ps) thickn. mm	(ss)	Orig. (ps) thickn. mm	(ss)	Orig. (ps) thickn. mm	(ss)
Middle-Strake	12,0	13,5	13,5	12,0	13,5	13,5
1st Strake	20,0	19,4	19,6	20,0	20,2	19,8
2nd Strake	20,0	20,0	19,0	20,0	20,2	20,9
3rd Strake	12,0	11,7	16,6	12,0	12,5	11,4
Stringer Plate	22,0	22,0	20,5	22,0	21,9	21,9

## LONGITUDINAL BULKHEAD:-

Strake	Approved	F'ward		Mid-ship		Aft	
		(ps)	(ss)	(ps)	(ss)	(ps)	(ss)
Upper Strake	11	11,9	11,3	9,6	8,9	12,2	10,8
1st below	10	11,1	10,7	8,9	8,0	10,4	10,5
2nd below	10,5	11,7	11,2	9,2	12,4	10,6	10,3
3rd below	11	9,3	10,8	11,7	12,4	12,3	12,9
4th below	11,5	11,8	11	11,6	11,3	13,0	12,4
Lower Strake	13	10,8	10,5	12,2	12,3	13,5	12,9

## WEAR AND TEAR REPAIRS:-

Shellplating (p+s) entirely scaled.

Shellplate A 11 (ss) from forward worn now renewed.  
 Shellplate B 1 (ss) from forward worn now renewed.  
 Shellplate B 2 (ps) from forward worn now renewed.  
 Shellplate B 3 (ss) from forward faired in place.  
 Shellplate C 1 (ps) from forward worn now renewed.  
 Shellplate C 1 (ss) from forward worn now renewed.  
 Shellplate C 10 (ss) from forward worn now renewed.  
 Shellplate E 6 (ps) from forward faired in place.  
 Shellplate F 2 (ss) from forward worn now renewed.  
 Shellplate F 3 (ss) from forward worn now renewed.  
 Shellplate F 2 (ps) from forward worn now renewed.  
 Shellplate F 3 (ps) from forward worn now renewed.  
 Shellplate F 4 (ps) from forward faired in place.  
 Shellplate G 4 (ps) from forward faired in place.  
 Shellplate G 4 (ss) from forward faired in place.  
 Shellplate G 9 (ss) from forward faired in place.  
 Shellplate G 12 (ps) from forward faired in place.  
 Shellplate H 4 (ps) from forward worn now renewed.  
 Shellplate H 13 (ps) from forward faired in place.  
 Shellplate H 16 (ps) from forward worn now renewed.  
 Shellplate H 16 (ss) from forward worn now renewed.  
 Shellplate J 2 (ps) from forward faired in place.  
 Shellplate K 1 (ps) from forward faired in place.  
 Shellplate B 1 (p+s) from aft E.W. doubling fitted.

## Mo. "LOUIS LANTZ"

About 650 shellrivets (p+s) worn now renewed.

Both hawse pipes with flanges and deckplates renewed in welding construction and shell doubling plates fitted in way.

Both spurting pipes renewed in welded construction.

## No. 1 SIDETANK:-

(ss):- 28 frame brackets renewed.

11 deckbeamknees renewed.

(ps):- 22 frame brackets renewed.

24 frames reinforced at lower part over 3,5 m by riveted reverse angle bar 150x75x11.

6 brackets renewed.

Boundary angle bar to bulkhead frame 133 partly renewed.

## No. 2 SIDETANK:-

(ss):- 24 frames reinforced at lower part over 3,5 m by riveted reverse angle bars 150x75x11

Plating and boundary angle bar to bulkhead frame 109 partly renewed.

6 brackets renewed.

(ps):- Plating to bulkhead frame 109 partly renewed.

## No. 3 SIDETANK:-

(ss):- Boundary angle bar to bulkhead frame 80 partly renewed. 4 stiffeners to bulkhead frame 94

and 5 brackets renewed.

(ps):- Plating and boundary angle bar to bulkhead frame 80 partly renewed. 7 brackets renewed.

## No. 4 SIDETANK:-

(ss):- Plating and boundary angle bar to bulkhead frame 56 partly renewed and 2 stiffeners renewed.

8 brackets renewed.

(ps):- Plating to bulkhead frame 56 partly renewed.

Upperdeckplating:- Middlestrakeplate renewed from frame 41 1/2-46; 87-89; 119-123 1/2;

138-142 1/2

Transverse bulkhead frame-42:- No. 2 and 3 stringer renewed.

Transverse bulkhead frame 92:- 7 stiffeners over 4.8 m.

Transverse and 2 brackets renewed.

Forward end bulkhead (ss):- one plate renewed.

Deckhouse on Poopdeck:- Deckplating partly renewed.

All stormvalves, sidescuttles, skylights and companiondoors overhauled and made good.

Guard rail on forward deck, upperdeck and Poopdeck repaired as necessary.

Minor repairs effected. *plant*