

15 SEP 1953

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

Date of writing Report 10th Sep. 53 When handed in at Local Office 19... Port of HAMBURG.  
No. in Survey held at HAMBURG. Date, First Survey 14th July Last Survey 2nd Sept. 19 53  
Reg. Book 32452 on the Wood, Iron or Steel M.V. "WINNETOU" (No of Visits nine)

TONNAGE: — Built at Newcastle By whom Palmers' Co. Ltd., When 1930 MONTH 8  
GROSS 6554 Owners Hansa-Tank-Reed. G.m.b.H., Owners' Address —  
UNDER DECK 6055 Managers Atlantic-Rhed. F. & W. Joch (If not already recorded in Appendix to Register Book)  
NET 3816 Port belonging to Hamburg

Yes  
Now

Surveyed Afloat or in Dry Dock? Both Name of Dock Deutsche Werft A.G., Destined Voyage —  
Cell/Dor/DBa feet; uE&B feet; f feet }  
total capacity tons. EPT tons; APT tons; MT feet tons. }

Only alterations in the existing records should be inserted.

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

Last Report, No. 10352 Port BOM

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys 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 replacements 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.

not required

Was a damage report made by anyone else? if so, by whom? Underwriters' Surveyor.  
Condition and Repairs OIL ENGINES

REPAIRS, OR EXAMINATION AS PER RULE FOR  
NOW DONE:—

CONTINUOUS SURVEY.

Vessel placed in drydock.

Shell plating, stern frame and rudder cleaned, examined and recoated.

The rudder removed ashore, altered in accordance with the approved plan and refitted.

Vessel undocked 20th August, 1953.

## EXAMINED:—

Decks, hatchways with their closing and securing appliances, ventilator coamings and covers, cargo  
links in way of repairs, steering gear, windlass and casings.

Generally examined dry cargo hold, masts, rigging and general equipment.

p.t.o.

DESCRIPTION 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	✓	✓	✓	✓	✓	✓	✓	✓
Repaired or Repaired in place ..	3	✓	✓	✓	✓	✓	✓	✓

## CONDITION OF THE

Decks	good	Bulkheads where exam.	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt.)
Fastenings	where exam. good	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
in way of sidelights	✓	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	good
Stem Frames	✓	Rudder	good	Scuppers	✓	Masts, Yards, &c.	✓
Longitudinals	where exam. good	Steering gear and its connections	✓	Cargo Hatchways	good	Condition, how ascertained	p. dk.
Transverses	✓	Windlass	✓	Hatches	✓	(State if wedges removed.)	✓
Floors	✓	Have pumps been examined and found efficient?	no	Planking	✓	Equipment letter	2+
Keelsons	✓	Have Sluice Valves been examined and found efficient?	no	Caulking	✓	Anchors, No. of	3 B. 15.
Stringers	where exam. good	Have Watertight Doors been examined and found efficient?	yes	Treenails	✓	Cables (State if now ranged)	no
Inner Bottom Plating	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	✓	length	mean diamr.
Have the Tanks been examined internally?	See Report	Have Watertight Doors been examined and found efficient?	yes	Transoms, Pointers & Clutches	✓	(on board.)	✓
Have the Tanks been tested?	See Report	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings	✓	Rule length	size
		Have Watertight Doors been examined and found efficient?	yes	" " at other places	✓	Chain Locker	✓
		Have Ventilators and their Coamings been examined and found efficient?	yes	Stringers, Clamps & Shelves	✓	Hawseers & Warps	sufficient
		Have Watertight Doors been examined and found efficient?	yes	Salting	State if examined	Standing and Running Rigging	efficient
		Have Ventilators and their Coamings been examined and found efficient?	yes			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."

This vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now  
classed with fresh record of Survey 8.53.

Survey Fee (per Section 23)	Condition	DM 120.-	Fees applied for,
Special Damage or Repair Fee (if any)		DM 80.-	19
(per Sec. 23) Alterations		DM 120.-	Received by me,
Travelling Expenses (if chargeable)		DM 40.-	19
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

TUESDAY 29 SEP 1953

8.53 Ham  
58.53 DBS 9.53Friedrich Ohlen  
Surveyor to Lloyd's Register of ShippingLloyd's Register  
Foundation

004116-004124 - 0073 1/2



Port of H A M B U R G.

Continuation of Report No. 2582 dated 10th September, 1953 on the

DAMAGE REPAIRS NOW DONE:-

On port side the after part of the stem plates of the "E" and "F" strakes and adjacent "G" strake plate No. 2 which were found cracked in way of rivet holes now permanently repaired by fitting efficient E.W. doubling plates for full breadth of the strakes.

Note:- The forward part of these plates have been previously doubled.

The wing plate of the poop front bulkhead on port side, also the shell connecting angle and top angle faired in place.

One horizontal bulkhead bracket renewed, two brackets removed, faired and replaced.

Minor repairs due to the above damage carried out satisfactorily and all repaired parts tested and recoated now in good order.

REPAIRS WEAR AND TEAR:-

At the special request of the Owners' Representative the Nos. 5 and 6 cargo tanks on port and starboard sides have been examined at this time and all recommended repairs have been completed as follows:-

No. 5 port tank:-

One horizontal bulb angle stiffener on trunk side including end brackets and connection angles to vertical webs renewed.

No. 5 starboard tank:-

Three horizontal bulb angle stiffener on trunk side including end brackets and connection angles to vertical webs renewed.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent, state name of Patentee.		
	2nd "																
	3rd "																
	Collective 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.

[illegible]

No. 6 port tank:-

Six horizontal bulb angle stiffeners of the centre line bulkhead including end brackets and connecting angles to vertical webs renewed.

4 longitudinal bulb angle beams of the 2nd deck (summer tank bottom) including end brackets renewed.

Both vertical trunk side webs (flanged plates) renewed.

2nd deck stransverse strong beams including brackets and connecting angles renewed.

WEAR AND TEAR REPAIRS:-

No. 6 starboard tank:-

2nd deck transverse strong beams including end brackets and connecting angles renewed.

On completion of repairs the cargo tanks Nos. 5 and 6 on port and starboard sides filled, tested and found all now tight in good order.

Top plating of the pump room deck house repaired by fitting two E.W. doubling plates.

Minor overhauling repairs carried out.

ALTERATIONS NOW CARRIED OUT:-

The existing rudder has now been altered to a "Simplex" rudder in accordance with the approved plan, which is attached hereto. (Plan No. S.B. 1281).

All bushes of gudgeons and pins overhauled, the rudder body tested under pressure and found tight.

On completion of alteration the rudder refitted, tried under steam and found same in good working order.

Friedr. Hilgen