

N/N SERRAI

Rpt. 8.

(Received at London Office)

No. NWE396

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-5-47

When handed in at Local Office

Port of Hamburg.

No. in
Reg. Book.

Survey held at

Lubeck

Date, First Survey

28-1-47

Last Survey

7-5-1947

(No. of Visits)

5

19296 68658

on the Wood, Iron or Steel

"Anna Reeder"

TONNAGE :-

Built at

Lubbeck

By whom

Lubbecks Skepps. A/B

When

YEAR.

MONTH.

GROSS 725

UNDER DK. 575

NET 377

Owners

Groch Maritime Commission

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Altona

Yes

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Flenderwerke Dry Dock

Destined Voyage

Cell D Bord Ba

feet; E & B

feet; f

feet

Now 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. 95110

Port Lon

(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 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.

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

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 Condition with damage, Commencement Examined L.R., also Survey for issue of Provisional Load Line Certificate.

Now done:- Vessel placed in drydock, bottom and rudder cleaned examined and coated. Anchors and cables (ranged)

examined and found wasted generally and near recommended renewal size.

Damage found:- Shell plating, starboard side, forward, 1st, strake below sheer No. 1. plate indented, 2nd, strake below sheer, Nos. 1 & 2 plates indented, 5 frames in way with bracket connections to forepeak tank top buckled, forepeak tank top plating and shell bar buckled. Shell plates, port side, 'B' strake, Nos. 5, 6, 7 & 8 and starboard side 'A' strake Nos. 7, 8 & 9, 'B' strake Nos. 2, 3, 4, 5, 6, 7, slightly indented. A number of rivets and caulking of seams started.

Temporary repairs now done:- 3 badly buckled bracket connections to forepeak tank top removed and renewed larger size to make efficient connection to fair material above and below tank top. Forepeak tank tested and shell bar where leaking made tight with electric welding. Started shell rivets and seams overhauled.

He indented shell plates in 'A' and 'B' strakes as stated above, in my opinion not affecting efficiency of vessel.

General examination made of holds, tween decks, bunkers and structure under boilers, the peaks, machinery spaces, hatches, casings, ventilators, hatchways and general equipment.

Steering gear and its connections opened up, chains annealed, pins and bushes overhauled.

Windlass examined externally and seen under working conditions.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and
Bracket Floors

Beams.

Inner Bottom
Plates.

Dk. Plates.

Other Items :-

Renewed ...

Removed and Faird or Repaired

Faird or Repaired in place ...

PRESENT CONDITION OF THE

Efficient

King of Decks

ings

s & Fastenings

de Plating

in way of sidelights

Efficient

se Frames

udinals

verses

in peaks Efficient

is

ts

Bottom Plating

e Tanks been examined internally? Yes

e Tanks been tested? P.T.O. Yes

Bulkheads

Efficient

Ceiling

Cement or Asphalt

Rudder

EFFICIENT

Steering gear and its connections

Windlass

Have pumps been examined and found effi-

cient?

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? Yes

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights Efficient

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways Efficient

Hatches

Planking

Caulking

Treenails

Breasthooks & Stenson

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c. Efficient

Condition, how ascertained From deck

(State if wedges removed.)

Equipment letter

Anchors, No. of 3B. 1S.

Cables (State if now ranged) Yes

length 375 m. mean diam. 29mm

(on board)

G.L. Rule length 375m. size 32mm

Chain Locker Efficient

Hawsers & Warps Inadequate

Standing and Running Rigging Efficient

Sails

eral 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 the 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 eligible in my opinion

to receive the Notation of Examined L.R. 5,47 for a period of twelve months and record of Docking Survey 5,47 when the survey is completed and subject to indented shell plating frames, forepeak tank top, starboard side, being permanently repaired at the first opportunity and anchor cables being kept under observation and specially examined at each dry docking on account of wastage.

Survey Fee (per Section 29) Gen. Exmn. £ 12 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) £ 15 : 15 : 0

(per Sec. 29)

Travelling Expenses (if chargeable) Prov. L.L. £ 2 : 0 : 0

Docking £ 3 : 3 : 0

and Surveyor's Fee (if any)

Received by me,

No rendered from

19-47

London (A. 3. 47)

Thomas J. Roth

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred for comp. G.B. (LR)

Lloyd's Register
Foundation

"Anna Rehder"

contd:

contd:

All closing appliances in connection with Lead Line Assignment examined with a view to efficiency for contemplated voyage from Germany to a Mediterranean port via the United Kingdom.

Freeboard markings verified with International Freeboard Certificate on board vessel.

Repairs (W. & T.) Starboard side, side bunker longitudinal bulkhead patched in way of bad wastage and 2 stiffeners tenewed.

Anchor chains repaired and tested by Repairers.

Starboard of the vessel during the war now cut away at bilges to effect

... placed on board

Repairs (W. & T.) Staircase
2 stiffeners renewed.
Steering gear chains repaired and tested by Repairers.
Steel bulkheads built into the forehold of the vessel during the war now cut away at bilges to effect
efficient drainage to bilge suction.
12 hatchway wood covers renewed, 2 tarpaulins renewed and an adequate supply of wood wedges placed on board.
To complete the Survey for record of Examined L.R. 5,47, all closing appliances in connection with
Load Line Assignment require to be examined and dealt with as found necessary with a view to
efficiency for a period of twelve months and Equipment of Ropes brought up to Rule Requirements.

Thomson & Bates for J. Goodwin & Co.

B. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

ANCHORS.

ANCHORS.

When Anchors or Cables are supplied, the parties shall be bound to furnish the following information:

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																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* If Patent state name of Patentee.

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

See also Mechanical Test.

Kedge

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

CHAIN CABLE

CHAIN CABLES.

[illegible]

Name _____ *Date* _____ *Mechanical Test.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.