

COPY.

Lloyd's Register of Shipping.

Port GLASGOW.

12th August, 1920.

This is to Certify that

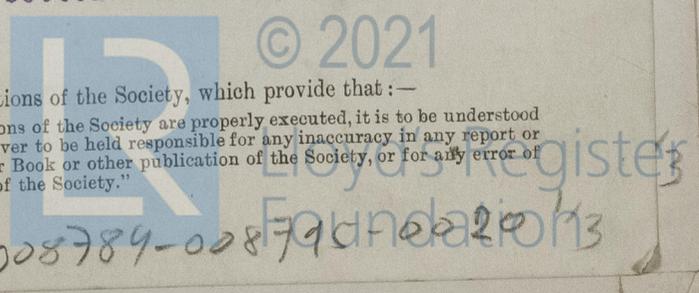
H.M. PATON, J. DALE, and J.D. BOYLE.

the undersigned Surveyors to this Society did at the request of The Manager's Representative - Mr. Barrie - survey the Steel Screw ex-German Steamer "LENNEP", 4972 tons gross of London, No. 32687 in the Register Book, whilst in Govan No. 1 Dry Dock and afloat at Stobcross Quay, Glasgow, on the 26th July 1920, and subsequent dates, for the purpose of ascertaining the general condition of the Hull and Machinery.

NOW DONE:-

HULL:- Vessel placed in Dry Dock, the bottom and rudder cleaned, examined and subsequently coated. Rudder removed to repair Works for special examination as recommended in Monte Video Report of 14th June last. The Holds, 'tween decks, peaks, bunkers (except lower side bunkers, full of coal), engine and boiler spaces examined. Tank top under boilers carefully examined and limber boards removed, bilges examined and limber boards replaced. Decks, Casings, Hatch Coamings, Covers, Beams, Stringers, Frames, Ventilators, Windlass, Winches, Steering Gear and its connections, Air and Sounding Pipes, Masts and Rigging (from deck), Watertight Doors, Anchors and general equipment examined. Cables not ranged at this time and double bottom tanks not opened out for inspection.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of default, or negligence of the Surveyors, or other Officers or Agents of the Society."



FOUND:-

Shell plating in good condition, with the following exceptions, which do not affect the vessel's efficiency:-

Port side forward, 2 plates in B strake abaft A/B Stealer set up and indented. C.5. plate set up at outer lap. D.5. plate slightly set up. B.6. plate and C. plate adjoining set up at lap. B.9. plate and C. plate adjoining set up at lap.

Rudder plate fractured in several places and recommended to be renewed. Rudder main piece out of line through gudgeons and top of coupling out of truth. Recommended gudgeons be bored fair, and pintles to be renewed. Coupling top to be machined fair. Rudder stock twisted and recommended to be renewed.

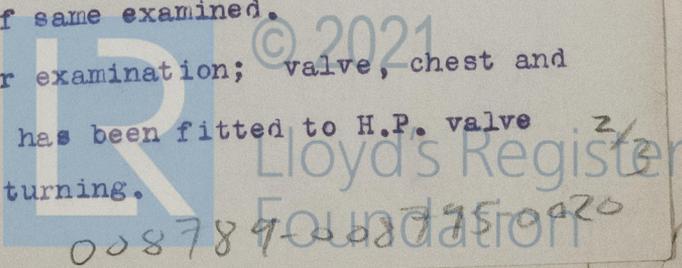
The holds, 'tween decks, peaks, bunkers (lower side bunkers not seen), engine and boiler spaces, tank top under boilers and bilges in good condition. Decks, casings, hatch coamings, covers, beams, stringers, frames, ventilators, windlass, winches, steering gear and connections, air and sounding pipes, masts and rigging, watertight doors, anchors and general equipment in good condition. Ceiling and sparring fitted throughout and in good condition. Anchors:- 3.B. 1.S. 1.K.

REPAIRS:-

/Rudder stock (top piece) renewed. Rudder plate renewed. All pintles renewed. Rudder mainpiece gudgeons bored fair and top of coupling flange machined fair. Rudder replaced in position on vessel and steering gear tested with satisfactory results.

MACHINERY:-

All four Boilers examined internally and externally. Safety valves and other mountings of same examined. H.P. piston valve removed for examination; valve, chest and valve rod examined; feather has been fitted to H.P. valve rod to prevent piston valve turning.



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Vessel placed in dry dock; propeller and outside fastenings examined. One propeller blade stud found broken; stud and nut for same now renewed and remaining nuts hardened up. Wear down of stern bush $1/8$ ".

In our opinion, so far as we can judge from an inspection of the parts of the vessel and her machinery which have now been examined, and after reading the Reports of the Society's Surveyors on the surveys held at Leith in September 1919, at Devonport in December 1919, at Barry in March last, and at Monte Video in June last, the vessel and her machinery appear to be in a fit condition to run for a period of six months from the new date of survey.

(Signed) H.M.PATON. J. DALE. & J.D.BOYLE.
Surveyors to Lloyd's Register.



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