

London

LEITH.

17th Sept., 1919.

J.R. Williamson.

The Ministry of Shipping attend on board the S.S. "Lennep" of 972 tons gross Register, on the 19th August 1919 and subsequent dates as she lay in the Imperial Wet Dock, Leith, for the purpose of ascertaining the condition of Hull and machinery previous to vessel being taken over by the Ministry of shipping. The survey was held in conjunction with the Norske Veritas Surveyors and the Managers representative.

From records produced it was noted that the vessel was classed

100  $\frac{1}{2}$  from August 1919 dated Berlin 28th June, 1919.

M.C. from August 1919 dated Berlin 29th June, 1919.

Records produced of vessel having been dry docked, or tail shaft examined.

Done:- The vessel examined afloat not drydocked at this time. Deck ceiling and cargo battens fitted throughout, in good condition. Holds, tween decks, peaks, bunkers, engine and boiler space, examined. Double bottom tanks not opened out at this time, Tank under boilers carefully examined, Limber boards removed bilges

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ained and limber boards replaced, The decks, casings, hatch  
ings hatch covers, beams, stringers, frames, ventilators,  
dies, winches, steering gear and its connections, air and  
ding pipes, masts and rigging (from deck) water tight doors,  
rors and general equipment examined (Cables not ranged at this  
e) and all found in good condition excepting the following.

nd:- Windlass bracket for reversing lever broken, Both steel  
rs for openings into bridge space foward missing.

e boats and life saving gear not up to board of Trade require-  
ts, Reflectors missing to all navigation lights, Mechanical  
horn not efficient, ventilators for Officers and Engineers  
ommodation not up to size, also butterfly ventilators in doors  
rd and asidships missing, All oil lamps missing in accommodation  
ughout, Galley stove, insufficient oven accommodation for  
ing purposes, sounding machine missing. Chronometer missing,  
door found leaking in No. 4 hold.

inery:-screw shaft not drawn and examined at this time.

ylinders, pistons, slides, pumps, condenser and suction, crank,  
st and tunnel shafting, steering engine, and auxiliary pumps  
ed up and examined.

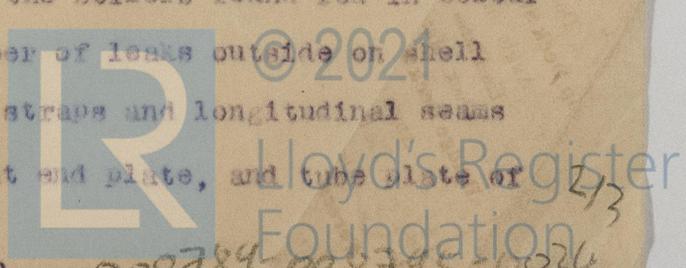
boilers. (Four in number) and their mountings examined  
ghout.

as follows:-Flange of H.P. cylinder foot taking front column,  
een fractured at port after corned and in way of bolt hole,  
has been replaced by an efficient patch previous to vessel being  
over.

ite metal in all crank pin brasses, and top halves of main  
gs found wiped, Ballast pump, packing rings to water end slack.  
l service pump packing rings to water end slack.  
Feed pump, packing rings to water end slack.

st out of order.

:- The internal condition of the boilers found red in colour  
ll bleeding, there are a number of leaks outside on shell  
at furnace mouths, and butt straps and longitudinal seams  
boilers, also landing of front end plate, and tube plate of  
arboard Boiler.



S.S. "LENNEP."

In my opinion, so far as I can judge from the inspection made of the parts of the vessel and her engines and boilers which have been examined the vessel and her machinery appear to be in a fit condition to run for a period of six months provided the following repairs be carried out.

Repairs:-

Windlass bracket for reversing lever to renew, Two steel doors for openings into bridge space forward to be supplied and fitted in place Life saving gear and boats to be made good to Board of Trade requirements. Reflectors to be fitted to all navigation lights, New mechanical fog horn to supply. Ventilators for Officers and Engineers accommodation to renew, including butterfly ventilators in doors forward and amidships. New oil lamps to fit in accommodation throughout, an additional galley stove to supply and fit. Sounding machine to supply and fit. Chronometer to supply. Tank door to rejoin in No. 4 hold.

The white metal in crank pin brasses, and top halves of main bearings to dress up, and oil ways to recut, Ballast pump packing rings to water end to renew, General service pump packing rings to water end to renew. Boiler feed pump packing rings to water end to renew, Ash hoist to overhaul and put in good working order.

All leaks on shell plates of main boilers, furnace mouths, butt straps and seams, also landing of front end plate, and tube plate of after Starboard boiler to recaulk and make tight.

The above repairs have now been effected.

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*J.P. Williamson*

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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The vessel was chartered for a period of six months from the 1st day of January 1914 to the 31st day of December 1914. The vessel was chartered under charter party No. 1000 of the charter party book of the charterers. The vessel was chartered for the purpose of carrying cargo from London to the West Indies and back. The vessel was chartered for the purpose of carrying cargo from London to the West Indies and back. The vessel was chartered for the purpose of carrying cargo from London to the West Indies and back.

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