

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27th July 1928 When handed in at Local Office Hamburg Port of Hamburg

No. in Reg. Book 80372 Survey held at Hamburg Date, First Survey and Last Survey 23rd July 1928

on the WOOD/IRON/Steel SC. 3 Nst. "OSKAR" (a Polina, ex. Hermina)

TONNAGE - GROSS 849 Built at Amsterdam By whom Verschure & Co. Sp. A. N. N. 1917  
UNDER DK. 635 Owners Ragnar Nilsson Owners' Address (if not already recorded in Appendix to Register Book)  
NET 485 Managers Port belonging to Wisner

Surveyed Afloat or in Dry Dock? afloat Name of Dock — Destined Voyage Daurig  
WB=CellDBorDBa — feet; uE&B — feet; f — feet } Particulars of Classification (which must be inserted  
total capacity — tons. FPT — tons; APT — tons; MT — feet tons. } precisely as in Register Book & Supplements.)

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 578 Port Duy

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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. Society's Freeboard (if assigned) as painted on Ship and now verified } — ft. — ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Grounding: The vessel touched the ground as stated in the Faarborg Sund on the 2nd June 1928.

The vessel surveyed afloat and sounded all double bottom tanks, peak tanks and all hold bilges and no signs of making water was observed.

The weather deck, hatchways and ventilator openings examined and found all satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>good</u>	State if Tanks have been examined inside <u>no</u>
Caulking of Decks <u>—</u>	State if Tanks now tested <u>no</u>
Coamings <u>—</u>	Bulkheads <u>—</u>
Beams & Fastenings <u>—</u>	Ceiling <u>—</u>
Outside Plating <u>—</u>	Cement or Asphalt (State which.) <u>—</u>
Breasthooks <u>—</u>	Rudder <u>good</u>
Transoms <u>—</u>	Steering gear and its connections <u>—</u>
Frames <u>—</u>	Windlass <u>—</u>
Reverse Frames <u>—</u>	Have Pumps now been examined and found efficient? <u>—</u>
Longitudinals <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>—</u>
Transverses <u>—</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>
Floors <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Keelsons <u>—</u>	
Stringers <u>—</u>	
Inner Bottom Plating <u>—</u>	
	Dblg. Plates under Seounding Pipes <u>—</u>
	Engine Room Skylights <u>good</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>—</u>
	Scuppers <u>—</u>
	Cargo Hatchways <u>—</u>
	Hatches <u>—</u>
	Planking of Wood Vessels <u>—</u>
	Caulking ditto <u>—</u>
	Treenails ditto <u>—</u>
	Breasthooks & Stemson ditto <u>—</u>
	Transoms, Pointers, & Crutches ditto <u>—</u>
	Timbers of Frame at openings ditto <u>—</u>
	Ditto ditto at other places ditto <u>—</u>
	Stringers, Clamps & Shelves ditto <u>—</u>
	Salting ditto <u>—</u> (State if examined.)
	Copper, or Y.M. of Wood Vessels (State if on Feet) When put on, Month <u>—</u> Year <u>—</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>—</u>
	Condition, how ascertained <u>from deck</u> (State if wedges removed)
	Sails <u>—</u>
	Equipment letter <u>—</u>
	Anchors, No. of <u>3 B. 17. 1 K</u>
	Cables (State if now ranged) <u>no</u>
	„ length <u>stated complete</u> (on board)
	„ Rule length <u>—</u> size <u>—</u>
	Hawser & Warps <u>good</u>
	Standing and Running Rigging <u>—</u>

### General Observations, Opinion as to Class, Recommendation, &c.:

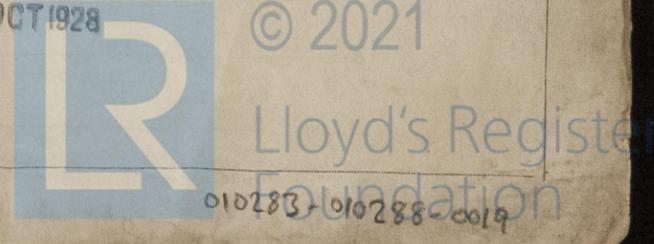
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

It is submitted, that this vessel be worthy to remain as now classed in the Society's Register Book without fresh record of survey, subject to the vessel being examined in dry dock at the first suitable opportunity.

Survey Fee (per Section 20) £ <u>2</u>	Fees applied for, <u>27.7.1928</u>
Special Damage or Repair Fee (if any) (per Sec. 20) £ <u>—</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) £ <u>10</u>	
Second Surveyor's Fee (if any) £ <u>—</u>	

Committee's Minute ERI 10 AUG 1928 Surveyor to Lloyd's Register of Shipping. H. Goring

Character Assigned Deferred for Dry Docking 20/10/28



Vertical text on the left margin: "Has a Survey also been held on the Machinery of the ship? If so, is the Report sent now, or when will it be sent?"