

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22nd May 1928 When handed in at Local Office 19 Port of Hamburg
 No. in Reg. Book 31164 Survey held at Kiel Date, First Survey 23rd April Last Survey 18th May 1928
 (No. of Visits 5)
31164 on the WOODS & LOTHIAN Steel SC 3 M5T "OSKAR" ex. Polmina, ex. Hermina

TONNAGE: GROSS 849 Built at Amsterdam By whom Forschure & Co. Sp. & Mh When 1917 YEAR. MONTH. 2
 UNDER DK. 635 Owners Ragnar Nilsson Owners' Address _____
 NET 485 Managers _____ Port belonging to Wismar

Surveyed Afloat or in Dry Dock? both Name of Dock Fluder Werft Destined Voyage Danzig
 WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

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. 17144 Port Hamb.

(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.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Ice damage and collision damage repairs:
Condition: The vessel placed in dry dock, the bottom cleaned, examined Kell, Stem, Superframe and Outside plating, found all now repaired in good condition and the bottom recoated. The Rudder lifted, gudgeons rebushed and one pinble renewed, found now in good working order. The weather deck, hatchways and ventilator coamings found satisfactory.

Ice damage repairs now done: Damage stated to have been sustained through ice on the 21st February 1928 whilst on a voyage from Hamburg to Königsberg.
Shell plating Nos. counting from forward:

On port side the shell plates D. 1, E. 1, 2 & 4; E. 1, 2, 3 & 4 and G. 3 removed, faired and replaced; shell plates D. 5; E. 3 and G. 4 faired in place, ditto 6 frames.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	—	—	—	—	—	—	Beer chocks, beam pipe, hull stand.
Removed and Faired or Repaired	16	—	—	—	—	—	—	
Faired or Repaired in place	12	15	—	—	—	—	—	

PRESENT CONDITION OF THE		State if Tanks have been examined inside _____		Dblig. Plates under Sounding Pipes _____		Copper, or Y.M. of Wood Vessels _____	
Decks <u>Good</u>	State if Tanks now tested <u>F.P. tank</u>	Engine Room Skylights <u>Good</u>	When put on, Month _____ Year _____	Coal Bunkers, Open'gs, Lids, &c. _____	Boats <u>Good</u>	Masts, Yards, &c. _____	Condition, how ascertained <u>from dk</u>
Caulking of Decks _____	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. _____	Boats _____	Scuppers _____	Masts, Yards, &c. _____	Condition, how ascertained _____	(State if wedges removed) _____
Coamings _____	Ceiling _____	Cargo Hatchways _____	Equipment letter <u>l</u>	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Sails _____
Beams & Fastenings _____	Cement or Asphalt _____	Hatches _____	Anchors, No. of <u>5 A. 1. 1 B.</u>	Cargo Hatchways _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Outside Plating <u>Good</u>	Rudder <u>Good</u>	Planking of Wood Vessels _____	Cables (State if now ranged) <u>no</u>	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Breasthooks _____	Steering gear and its connections _____	Caulking ditto _____	" length <u>stated complete</u>	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Transoms _____	Windlass _____	Treenails ditto _____	" (on board) _____	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Frames _____	Have Pumps now been examined and found efficient? _____	Breasthooks & Stemson ditto _____	" Rule length _____ size _____	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Reverse Frames _____	Have Sluice Valves now been examined and found efficient? _____	Transoms, Pointers, & Crutches ditto _____	Hawser & Warps <u>Good</u>	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Longitudinals _____	Have Watertight Doors now been examined and found efficient? _____	Timbers of Frame at openings ditto _____	Standing and Running Rigging _____	Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Transverses _____	Have Ventilators and their Coamings been examined and found efficient? _____	Ditto ditto at other places ditto _____		Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Floors _____		Stringers, Clamps & Shelves ditto _____		Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Keelsons _____		Salting ditto _____		Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Stringers _____		(State if examined.) _____		Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____
Inner Bottom Plating _____				Scuppers _____	Condition, how ascertained _____	(State if wedges removed) _____	Equipment letter _____

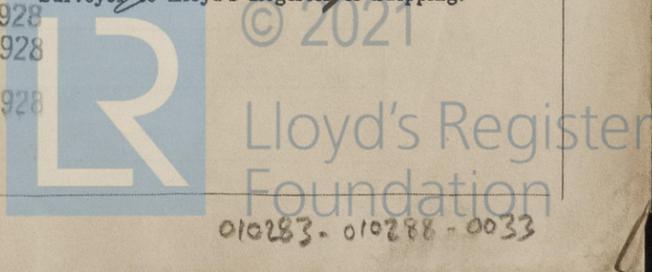
General Observations, Opinion as to Class, Recommendation, &c.:

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."
This vessel appears, as far as seen, to be in a sound and efficient condition, eligible in my opinion to remain as now classed in the Society's Register Book and to have fresh record of survey 5, 28.

Survey Fee (per Section 20) _____ £	Fees applied for, <u>22.5.28</u>
Special Damage or Repair Fee (if any) (per Sec. 20) _____ £ <u>10</u>	Received by me, <u>H. Gouwing</u>
Travelling Expenses (if chargeable) _____ £ <u>3 70</u>	TUES. 19 JUN 1928
Second Surveyor's Fee (if any) _____ £	FRI. 10 AUG 1928

Committee's Minute TUES. 12 JUN 1928
 Character Assigned 1000A
Without special

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?
 Im. 1.23.—Transfer Ink.
 This Surveyors are requested not to write on or below the space for Committee's Minute.
 Is Certificate required? If so, to be sent to _____



Date of writing
No. in
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No.

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

On starboard side the shell plates D. 1, E. 1, 3 & 4 and F. 4 removed, faired and replaced, shell plates D. 2, 3 & 5, E. 2, 5 & 8 and F. 2 & 8 faired in place, ditto 4 frames. Minor repairs in connection with the above repairs carried out satisfactorily, all broken cement and hold ceiling relaid at ledges. The fore peak filled, tested and found tight. The repairs in way of holds heeled by hose and found recoated in good condition.

Collision damage repairs carried out: Damage stated to have been sustained through collision with the steamer "Elizabeth" in the Kiel Canal on the 13th April 1928.

Shell plating Nos. counting from forward: On starb. side the shell plate F. 1 faired in place, G. 1 & 3 removed, faired and replaced, H. 1, J. 1 and K. 1 removed. Three frames now faired in place. The bawchuck on starb. side partly renewed. The hawse pipe on starb. side renewed. Minor repairs in connection with the above repairs carried out satisfactorily, all broken cement relaid, repairs tested and recoated found in good condition.

Repairs to bulwark now carried out: Damage stated to have been sustained through collision with a dolphin at Königsberg on the 19th January 1928.

On starb. side abreast after hatchway one bulwark plate faired in place and a length of rail iron removed, faired and replaced. Three bulwark stanchions 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.			
869	1st Bower													Stockless Garrison	Alte Linsen Magdeburg	Magdeburg Karl Haug
	2nd "	25	1	27	-	-	25	3	3	0						
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
345	60	1 7/8	34	57	61	2	15	58	0	5	60	1 7/8	Stadler Kaura Kethen Fabrik, Dortmund	50.3.28 Dortmund Gud. Bwart
	Iron Stream Chain or Steel Wire...													

Equipment. The vessel lost as stated at Gdingen on the 22nd Nov. 1927 when lying at anchor in a heavy storm the port side bower anchor and 60 fathoms of chain cables. A new bower anchor and 60 fathoms of chain cables found replaced on board, verified the anchor and chain cables with the certificates and found marked as given in table above.

Th. Goring.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

