

DISCLOSED  
SECTIONDISCLOSED  
SECTION

Rpt. 8.

No.

(Received at London Office

No.

No. 4863

13 JAN 1960

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 11th - 1 - 1960

When handed in at Local Office 11th - 1 - 1960

Port of ISTANBUL

No. in  
Reg. Book.

Survey held at Istanbul

Date, First Survey 7th January Last Survey 8th January

1960

31387

on the M.V. "STECKENPFERD"

M.V. "STECKENPFERD"

(No. of Visits 2)

TONNAGE :-

GROSS 5072

UNDER DK. -

NET 2995

Built at Sunderland

By whom W. Doxford &amp; Sons Ltd.

When 1936

MONTH 9

Owners Deutsche Seereederei

Owners' Address Rostock

(If not already recorded in Appendix to Register Book)

Port belonging to Rostock

Surveyed Afloat or in Dry Dock? Afloat Name of Dock -

Destined Voyage Wismer

Cell DBor DBa feet; uE &amp; B feet; f feet

total capacity tons. FPT tons; APT tons; MT 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. 3023 Port Abeg.

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.

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

Yes, Captain Not required

Was a damage report made by anyone else? if so, by whom? None

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by the ship encountering Ice in the Dnjeprowskij, Mowskoj Canal on the 1st January 1960 whilst on voyage from Cherson to Novorossisk in a part loaded condition.

Work Done:- Attended onboard at the Special request of the Owners agent and with the consent of the Master and found the fore peak with approx 40 tons of Sea water, stated to have entered through damaged stem plate, starboard side. Examined cement box fitted by crew and recommended a further cement box to fit and a Diver to examine underwater part of stem & bow plating. Diver reported two 7/8" dia. holes in stem plate in way of the 23'6" draft mark also stem bar appeared to be slightly set over to starboard approx 6ft' below water line, i.e. 18' draft mark

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 Fair'd or Repaired	Efficient cement box fitted at stem between 2nd & 3rd stringers in fore							
Fair'd or Repaired in place	Peak Space, Emergency steam pump rigged in fore peak space.							

## PRESENT CONDITION OF THE

Condition of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Condition of Platings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Condition of Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Condition of Plating	Rudder	Scuppers	Masts, Yards, &c.
Condition of "In way of sidelights"	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Condition of Frames	Windlass	Hatches	Equipment letter
Condition of Longitudinals	Have pumps been ABOVE and SHIP OFF PLANT	Planking	Anchors, No. of
Condition of Transverses	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Condition of Stringers	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Condition of Bottom Plating	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Condition of the Tanks been examined internally?	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Condition of the Tanks been tested?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting	
		State if examined.	

## General Observations, Opinion as to Class, Recommendation, &amp;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 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 ship so far as now seen, is eligible in my opinion to remain as now classed in the Register Book without fresh record of Survey, Subject to the stem and bow plating being further examined and dealt with as found necessary on completion of the ship's present voyage, Novorossisk to Wismer, Germany, to which port she is now proceeding direct.

Fee (per Section 29)	T.L.	111.11	Fees applied for,	19
Damage or Repair Fee (if any) (per Sec. 29)	T.L.	950.00	Received by me,	19
Working Expenses (if chargeable)	T.L.	77.50		
Surveyor's Fee (if any)				

Committee's Minute

TUESDAY - 2 FEB 1960

Character Assigned

As now subject MR

Write own (Check)

Surveyor to Lloyd's Register of Shipping.

JOHN M. TAYLOR

© 2024

Lloyd's Register Foundation

012591-012597-0064



N. 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.

TEMPORARY REPAIRS NOW EFFECTED.

1st & 2nd stringer breast bhok plate drain holes efficiently plugged forming a watertight bulkhead.

Emergency steam pump rigged in fore peak space by crew, tried out and found satisfactory.

This recommendation in my opinion merits the favourable consideration of the Committee.

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge .....															

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

## CHAIN CABLES.

[illegible]

LETTER SUPPLIERS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.