

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. *out of present Reg. Book* No. 35 Survey held at Kiel Date, first Survey 1872 Last Survey 8th August 1872
 on the Screw Steamer "Hans" Master H. Evers
 Tonnage 455 built at Newcastle When built 1856
 By whom built Owners Lange Bro
 Port belonging to Kiel Destined Voyage Baltic and Norden
 If Surveyed Afloat or in Dry Dock In a floating Dock

Last Survey, No. 1234 Port Iron Ships Classed 9A *Expired and Ship mounted*

REPAIRS, &c. *As per Rule Survey No 3 (iron ships) By two Surveyors.*
 The vessel placed in dock, stages made, the hold cleared, all ceiling in the hold renewed so that the rivets of plates of keel, bottom, coal bunkers, the whole of the frames, stringers, hooks floor plates keelsons engine and boiler bears ends of beams water-tight bulkheads rivets and inner surface of the plating exposed, All oxidation removed, the waterways scraped bright, ascertain the thickness of plating by drilling. The plank sheers waterways flat of deck their fastenings examined. Before the bottom plating is cemented a survey is to be held prior the cement being laid

Present Condition of the

Decks <u>double & renewed</u>	Treenails	Windlass and Capstan <u>new</u>
Waterways <u>good</u>	Breasthooks and Stemson	Pumps <u>good</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches	Boats <u>4 Boats</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame at the openings	Masts, Yards, &c. <u>partly new</u>
Lower Deck Beams & Fastenings <u>good</u>	Ditto Ditto at other places	Condition, how ascertained <u>do</u>
Plank sheers	Keelsons	Sails <u>do</u>
Sheerstrakes	Clamps and Shelves	Anchors No. of <u>good</u>
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging <u>new</u>
Engine Room Skylights <u>good</u>	Caulking of	
Coal Bunker, Openings, Lids, &c. <u>good</u>	Bottom, Deck, & Waterways	Cargo and Main Hatchways <u>good</u>
General Observations and Opinion,	Scuppers	Hatches <u>good</u>

This vessel having undergone a large repair and is a very strong ship we are of the opinion, she is fit to carry dry perishable cargoes from all parts and to be re-entered 90A I *But see Surveyors remarks attached*

The Amount of Entry Fee.....£ 5. 0. 0 is received by me,

Special..... 9. 0. 0

Certificate (if required) : 5. 0. 0

Committee's Minute

Character assigned

£ 14. 5. 0 18

15th August 1872
Rest & 6 Years 1872

Emil Poddatz

1845 7 Jan

The outside plating and the bottom was very good and we found the thickness by drilling

Garboard-Strakes $\frac{5}{16}$ " double riveted.

From Garboard to the lower part of sheerstrake $\frac{9}{16}$ " to $\frac{7}{16}$ " and to the upper part of bilge double riveted

Sheerstrakes for three fifths of the length double plating $\frac{15}{16}$ " single $\frac{8}{16}$ "

The frames 18" spaced $4" \times 3" \times \frac{9}{16}"$ all the riveting were examined
The reversframes $3" \times 2\frac{1}{2}" \times \frac{6}{16}"$ and were very good

The stempost $7" \times 4\frac{3}{8}"$ and $7" \times 3\frac{3}{4}"$ The keel and stem $7" \times 2\frac{1}{4}"$

The Budder 4"

Beams of bulb iron $6\frac{1}{2}" \times \frac{6}{16}"$ with angliron $2\frac{3}{4}" \times 2" \times \frac{6}{16}"$ fastenings and riveting good
Holdbeams $6\frac{1}{2}" \times \frac{6}{16}"$ with angle iron $2\frac{1}{2}" \times 2\frac{1}{4}" \times \frac{6}{16}"$

Keelson plate $9\frac{1}{2}" \times \frac{3}{8}"$ with angle iron $6" \times 2\frac{3}{4}" \times \frac{7}{16}"$

Engineroom extra angle iron on the floorplate $4\frac{1}{2}" \times 4" \times \frac{6}{16}"$

Stringerplate $24" \times \frac{7}{16}"$ with angle iron $3\frac{1}{2}" \times 2\frac{5}{16}"$ riveted
Holdstringers $15" \times \frac{7}{16}"$ do $3\frac{1}{2}" \times 2" \times \frac{7}{16}"$ double

Bulkheads $\frac{5}{16}"$ with angle iron $2\frac{1}{2}" \times 3" \times \frac{5}{16}"$ and 2 feet spaced

The vessel is now cemented the keelson and the stringer plate of the lower hold and the keelson being renewed

The Engine party new

The boiler and the winchless new

The deck partly renewed

Chain cables ranged on deck and found sufficient in length and size

Mast spars rigging sails overhauled and renewed where necessary



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