

## REPORT of SURVEY for REPAIRS, &amp;c.

Port of **HAMBURG**  
 Date, First Survey **29<sup>th</sup> Aug. 1921** Last Survey **22<sup>nd</sup> May 1922**  
 (No. of Visits **40**)

Survey held at **HAMBURG**  
 on the **Wood, Iron or Steel TWIN SC.SR. "EMPRESS of AUSTRALIA"** Master **EX TIRPITZ**  
 TONNAGE:-  
 GROSS **21498**  
 UNDER DEK **15886**  
 NET **11749**

Built at **Stettin** By whom **Tulcan Werke A. G.** When **1914**  
 Owners **Canadian Pacific Ocean Services Ltd** Port belonging to **London**  
 Owners' Address **Ry Co.**  
 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? **yes** Name of Dock **Tulcan** Destined Voyage **U.K.**

WB=Cell DBor DBa feet; uE&B feet; f feet; f  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 Particulars of Classification (which must be inserted 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. **Port**

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. **Society's Freeboard (if assigned) as 17 ft. 3 ins.**  
 painted on Ship and now verified

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR **the requirements of Special Survey No 2; Repairs and fitting of oil fuel tanks and arrangements.**

The vessel placed in dry dock, the bottom cleaned, examined keel, stem, stern frame and outside plating, found in good condition and the bottom now recoated. The rudder, steering gear & connections examined and found in good order. The holds and peaks cleared, all loose ceiling removed from tanktops and at bilges, tanktops & bilges cleaned, examined framing, stringers, beams & plating, found all parts free from rust and now recoated in good condition. Coal bunkers cleared, ceiling removed from tanktops and bilges, all parts free from rust and coated in good condition, tanks tested in way of same & found tight. Engine & boiler spaces and bilges cleared, examined framing, plating, seatings and bearers, found all recoated where necessary in good condition. The double

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	yes	Good	(State if on Fett.)
Caulking of Decks	yes	"	When put on, Month
Waterways	Good	"	Year
Joamings	"	"	Boats
Beams & Fastenings	Cement	"	Masts, Yards, &c.
Outside Plating	Good	"	Condition, how ascertained
Caulking of ditto	"	"	(State if wedges removed)
Rivets	"	"	Sails
Breasthooks & Crutches	"	"	Equipment letter
Transoms	"	"	Anchors, No. of
Frames	"	"	Cables (State if now ranged)
Reverse Frames	"	"	" length
Floors	"	"	" (on board)
Keelsons	"	"	" Rule length
Stringers	"	"	Hawser & Warps
Inner Bottom Plating	"	"	Standing & Running Rigging

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

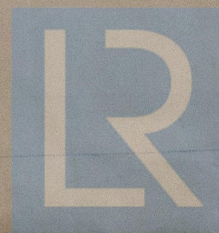
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel having complied with the requirements of Special Survey No 2, the Seemings compared with the approved plans. The requirements of the Secretary's letters are exactly full filled.

It is submitted that this vessel be worthy to be classed 100A1 with record of Survey 512, the Notation of S.S. Ham. No 2-22 & fitted for carrying liquid oil fuel, and removal of the port chain cable stopper.

Survey Fee (per Section 28) **Inclusive fee**  
 Special Damage or Repair Fee (if any) **£ 290**  
 Travelling Expenses (if chargeable) **£**  
 Second Surveyor's Fee (if any) **£**  
 Fees applied for, **19**  
 Received by me, **22/7/22**  
 Pres. **De/Re** **Thyoming**  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Character Assigned **See other Ham**  
**Apr 15069**



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Is Certificate required? If so, to be sent to  
 W1086-0098



double bottom tanks tested in these spaces & found tight. Double bottom tanks in holds, engine and boiler spaces also fore & after peak tanks opened out and examined inside floors & framing, found cleaned and now cement washed in good order. All ballast tanks in holds & peaks tested and found tight. The decks examined and found in good condition. Hatchways throughout, webs fore & afters and hatches in position examined, also ventilator roomings & covers and found all parts now in order. Anchors examined and cables ranged, found 330 fathoms  $3\frac{1}{16}$ " diam. in good condition. The chain locker cleaned, examined and now recoated in good order. Masts, spars and rigging examined, found satisfactory. The steering gear and connections, windlass, pumps, water tight doors, air & sounding pipes and doubling plates examined and found in order. The general equipment examined, found satisfactory.

The foreboard now verified and found in order.

The strengthening of the double bottom below the feet of the widely spaced pillars, the pillaring arrangement throughout the vessel, the water tight bulkheads, the tunnels and panting arrangement examined and found satisfactory.

Repairs now done: On starb. side in A strake No 7 plate from aft removed.  
On port side in A strake No 6 plate from aft removed and the adjacent plate  
in B. strake doubled at after end between two frames.

Alterations:

Between the forward & after boiler room (frame 119-137) and between the engine room and after boiler room (frame 84-102) are oil bunkers now fitted, all in accordance with the approved plans and tested to the Rule Requirements

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

and found tight, ditto the settling tanks on both sides of the forward & after boiler room (frame 104-116 and 139-151) and the overflow & sludge tank at side of the vessel (frame 84-90).

E. D.  
Thyöering.