

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30th Oct 1917 When handed in at Local Office 2 - NOV 1917 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at South Shields Date, First Survey 20th Dec Last Survey 26th Oct. 1917
(No. of Visits 20)

836 on the Wood, Iron or Steel SC. SR. MECKLENBURG Master S. Watson

TONNAGE:— Built at Liibeck By whom Schiffbau v. Henry Koch When 1904

GROSS 1741 Owners Leith Hull & Steamship Pk Co. Ltd Port belonging to Leith

UNDER DK. 1094 Owners' Address J. Currie & Co. Mgrs

NET 1095 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat + in Dry Dock? Yes Name of Dock Lynn Dock Eng Co. Destined Voyage ✓

WB=Cell DBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet 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. Port

Periodical Surveys, when held, must be reported in detail and serially 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? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3.

The vessel examined in dry dock, bottom cleaned & recoated. The rudder lifted, pintles rebushed, the steering gear & connections overhauled. The holds, peaks & bunkers cleared, all ceiling removed from the tank tops and at the bilges, all double bottom tanks examined internally, the iron work sealed & recoated where necessary. The peak & all double bottom tanks tested. The plating drilled, thicknesses as given on the 2nd sheet. The engine & boiler spaces examined. The decks, hatchways and hatches now in good condition. The masts & rigging examined and the ^{removed} wedges, the windlass, pumps, watertight doors & general equipment was satisfactory. The plating in way of sidelights found in order and the cables ranged.

P.T.O.

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	Stringers	good	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels (State if on Fell.)
Decks	Inner Bottom Plating	yes	Engine Room Skylights	yes	When put on, Month Year
Caulking of Decks	State if Tanks have been examined inside	yes	Coal Bunkers, Open'gs, Lids, &c.	yes	Boats
Waterways	State if Tanks now tested	yes	Scuppers	yes	Masts, Frames , &c.
Coamings	Bulkheads	good	Cargo Hatchways	yes	Condition, how ascertained
Beams & Fastenings	Ceiling	yes	Hatches	yes	(State if wedges removed)
Outside Plating	Cement or Asphalte (State which.)	yes	Planking of Wood Vessels	yes	Sails
Caulking of ditto	Rudder	yes	Caulking	ditto	Equipment letter
Rivets	Steering gear and its connections	good	Treenails	ditto	Anchors, No. of
Breasthooks & Crutches	Windlass	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)
Transoms	Have Pumps now been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto	yes	length 270 fms size 1 1/2 3/4
Frames	Have Sluice Valves now been examined and found efficient?	yes	Timbers of Frame at openings ditto	yes	Rule length 270 size 1 1/2 3/4
Reverse Frames	Have Watertight Doors now been examined and found efficient?	yes	Ditto ditto at other places ditto	yes	Hawser & Warps
Floors		yes	Stringers, Clamps & Shelves	yes	Standing & Running Rigging
Keelsons		yes	Salting (State if examined.)	yes	

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 is now in a good and efficient condition, eligible in our opinion to be classed as contemplated and to have record of survey 10,17 and notation of S.S. Shl. No. 3-17.

Survey Fee (per Section 20)	£	See letter dated	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£	(M) 24-9-17.	19
Travelling Expenses (if chargeable)	£		Received by me,
Second Surveyor's Fee (if any)	£		19

Committee's Minute TUE NOV. 13 1917.

Character Assigned See minute on S.S. report.

J. Macdonald
George Harrison
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
W1094-2104 1/2

The Surveyors are requested not to write on or below the space for Committee's Minute.

In Certificate required? If so, to be sent to

S.S. "Mecklenburg"

	Original thickness	Forward		Amidships		aft.	
		Port	Starboard	Port	Starboard	Port	Starboard
2 nd above	.32	.32	.32	.32	.32	.30	.30
1 st "	.32	.32	.32	.32	.32	.32	.32
Sheerstrake	.82-.45	.50	.60	.78	.80	.56	.56
1 st below	.48	.40	.45	.40	.48	.45	.45
2 nd "	.48	.75	.75	.45	.48	.38	.40
3 rd "	.48	.72	.75	.45	.48	.38	.40
4 th "	.55	.70	.70			.40	.40
5 th "	.55	.75	.60	In way of side bunkers.		.40	.48
6 th "	.45	.55	.42			.45	.45
		Just before peak bulkhead				In way of aft peak bulkhead.	

48 holes drilled in shell plating.

Survey repairs:- 4 upper deck and 2 shelter deck plates renewed. (In upper bunkers) 2 deck plates and 6 half beams renewed, 3 beams repaired and 13 brackets fitted at lower end frames to deck.

(In lower bunkers) 4 web frame angles, 9 reverse frames and 1 side plate partly renewed; One web frame repaired and 4 stays renewed.

(In No. 2 tank) 1 intercostal plate partly renewed, 1 floor partly doubled and 3 tank top plates partly renewed.

8 intercostals renewed in boiler room tank. Two shell plates faired in place on port side forward and defective rivets renewed. 4 hatch coaming doublings fitted, 4 hatch beam top angles renewed. 3 rudder pintles renewed. One wood fore taffer and 20 hatches renewed. Part standing rigging renewed and a number of minor repairs carried out.

J. MacDonald.
George Harrison



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Lloyd's Register
Foundation

L1094-01047/2