

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26/1/21 When handed in at Local Office 1 - FEB 1921 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle on Tyne Date, First Survey 6th Dec 1920 Last Survey 25th Jan 1921
Reg. Book. on the Wood, Iron or Steel Sc. & "MILLUNA" & "FRANZISKA" Master A. S. Lawson - 19

TONNAGE:- Built at Bremenhaven By whom Rickmers werft. When 1914

GROSS 5129 Owners Adelaide S. S. Co Ltd Port belonging to London.

UNDER DEK 4724 Owners' Address

NET 3164 (if not already recorded in Appendix to Register Book).

Surveyed Afloat & in Dry Dock? Yes. Name of Dock Mercantile Destined Voyage Australia

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted

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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 3 ins.

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? Yes. Not required Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3, with a view to classification and Damage. Cause unknown.

S.S. No 3:- Vessel placed in Dry dock, bottom & rudder cleaned, examined and recoated. All holds, lower decks, fore & aft peaks, machinery space, upper & lower bunkers, cleared, cleaned, & all ceiling lifted, oxidation removed from steel work and the same examined. All double bottom tanks and peaks tested as per rule & examined internally. All decks, casings, hatchways, ventilators & coamings, hatches, windlass, steering gear & connections, air & landing pipes, watertight doors, masts & rigging, anchors & general equipment examined. Cables ranged, chain locker examined, pump tried, freeboard assigned, varnished, new.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ... 5 Plates. 3 fast Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Removed and Faired or Repaired ... 10

Faired or Repaired in place ... 10

PRESENT CONDITION OF THE

Decks good Stringers good

Caulking of Decks do Inner Bottom Plating do

Waterways do State if Tanks have been examined inside yes

Coamings do State if Tanks now tested yes

Beams & Fastenings do Bulkheads good

Outside Plating do Ceiling do

Caulking of ditto do Cement or Asphalt (State which) do

Rivets do Rudder do

Breasthooks & Crutches do Steering gear and its connections do

Transoms do Windlass do

Frames do Have Pumps now been examined and found efficient? yes

Reverse Frames do Have Slipcase Valves now been examined and found efficient? none

Floors do Have Watertight Doors now been examined and found efficient? yes

Keelsons do

Dblg. Plates under Sounding Pipes good

Engine Room Skylights do

Coal Bunkers, Open'gs, &c. do

Scuppers do

Cargo Hatchways do

Hatches do

Planking of Wood Vessels do

Caulking ditto

Treenails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting ditto

Copper, or I.M. of Wood Vessels (State if on Felt.)

When put on, Month Year

Boats good

Masts, Yards, &c. do

Condition, how ascertained examined

(State if wedges removed) none

Equipment letter Z

Anchors, No. of 38. 18. 16.

Cables (State if now ranged) yes

length 270 size 24-2 1/2

(on board) Rule length 270 size 24

Hawser & Warps good

Standing & Running Rigging do.

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 & efficient condition & is in an opinion eligible to be classed 100.A1. with record of Survey 1-21 and notation of S.S. No 3. 1-21.

Survey Fee (per Section 28) £ 2

Special Damage or Repair Fee (if any) (per Sec. 29) £ 100

Cavelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

See Minute on Report

FRI. 11 FEB. 1921

Surveyor to Lloyd's Register of Shipping.

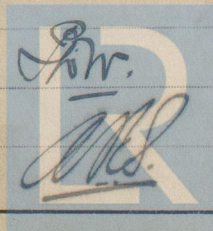
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Lloyd's Register

S/S "MILLUNA" Ex. "FRANZISKA"

stiffeners issued. Plating at sidelights examined. Shell
plating drilled.

Survey Repairs:- Floors & intercostals under wide spaced hold
cells stiffened up throughout ship by fitting doubling
plate over manholes in 3 floors in way of 2 soled intercostals
added, or existing half depth intercostals built up to
full depth soled, except at after end of No 1 Hold and
at end of No 4 Hold, where pillars come close to tank side.
Floors in way stiffened by vertical built angles 8x3½ & half
depth flanged intercostal between same. Tween deck girders
were fitted with double straps in place of existing single
ones, and tween deck bulkheads stiffened in way of girders
by brackets & stiffeners by fitting face bars to existing stiffeners
with bracket at top & bottom. Tunnel stiffeners connections
to tank top made up to rule by fitting brackets to tank
top. Escape (trimming) hatches in tween decks fitted with
single coamings & covers to Board of Trade requirements.
All hatch webs, coamings, shoes, rest bars &c overhauled
& repaired where necessary. 4 new life boats fitted.
Decking fitted to tank top. Cargo battens repaired &
replaced where necessary. Rudder lifted & found in order.
Turning chains annealed. Weather boards full height fitted
proof front openings in rudder channels. Anchors examined
& found in order & in accordance with test certificates.
Caul provided for draining fore peak chain locker flat.
A number of hold ladders repaired & faired. Main deck
in way of hatches faired where indicated & 2 small doublings
added. Tank top plate in No 3 hold previously temporarily
painted now cut abrupt & doubling plate fitted.
considerable number of minor repairs carried out.
Weakness of plating ascertained by drilling as given on last
page of report (see above letter 9th Dec & Secretary's reply 20th Dec)
also Newcastle Report No. 74010. (1st Entry) & No 73935.
about. & Secretary's various letters, also Surveyors six month
reports Leith Nov. '19: Grimsby Nov. '19: Hull Sept. 1920
Rotterdam Nov. 1920:



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Fonds 152/37

St. Se. Sr. "MILLUNA" ex. "FRANZISKA"

Thickness of plating as ascertained by drilling

STRAKE	AMIDSHIPS.		FORWARD.		AFT.	
	PORT.	STAR.	PORT.	STAR.	PORT.	STAR.
edge sheer. M.	14.	13.				
Below. L.	12	12				
Below sheer. K.	12	12½	11	—	—	11
Below J.	12	12½	—	10	9½	—
Below H.	12	12½	12	—	—	9½
Below G.	—	12.	—	12½	9.	10.
Below F.	12.	12.	12	—	9	—
Below E.	12.	—	—	12	—	14.
Below D.			9	—	—	—
Below C.			—	12	—	—
Below B.			12.	—	10.	10.

Drilling taken just aft of fore peak bulkhead, just forward of after peak bulkhead and in bunkers. Thicknesses given in twentieths.

Damage Repairs:-

On Port side No 18 plate in E strake renewed. On Port side No 3 plate in D strake, No 6 in E, & Nos 1 & 17 ^{and No 3 keel plate} removed, faired and replaced. No 4 in B strake & No 6 in B, No 2 in F, Nos 4 & 5 in E & Nos 6 & 8 on aft in E strake faired in place.

On Star side:- No 3 in G strake, Nos 3 & 5 in F strake faired in place. 3 lengths bulge keel on Star side and one on port, faired in place.

Channel frames part renewed, 4 Tank side brackets removed faired and replaced and 1 floor beam in No 1 Tank, 33 shell lug, 3 stringer fasteners & B stringer intercostal plates, & 3 tunnel plates all faired in place.

A number of leaky rivets renewed & some caulking overhauled. A number of minor damages made good.

K. Webb

M. Smedley

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Foundation

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