

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17th June, 1937. When handed in at Local Office 17th June, 1937. Port of Maharré.
No. in Reg. Book. 35501. Survey held at Maharré. Date, First Survey 14th May. Last Survey 14th June, 1937.
(No. of Visits 2)

35501 on the Wood, Iron or Steel

TONNAGE:-
GROSS 6607
UNDER DECK 5909
NET 4045Built at Maharré
Owners With. Wilhelmsson
Managers

By whom

Hockmors M. V. Aktiel.

When 1930 - 6 mos.

Owners' Address

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

Port belonging to Tönneburg.

Surveyed Afloat or in Dry Dock? Both Name of Dock Maharré Stad's Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
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. 104389 Port Lon

(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.)

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 - m. f.m.b. 6.37		* 4MC CS 8.34 9.36 4.55 DBS 7.36 T.S. (CL) 6.36
S.S. Oct. No. 1-34		

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 1 3/4 ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Bottom survey and alterations.
Trawl placed in dry dock, bottom, stem frame and rudder cleaned, examined and coated.
Removal survey for freeboard held as per Rpt. C11, C11(d) and C12(a) forwarded to London on the 9th instant.
Alterations - Deep tanks built in front of motor space, frames Nos 87 to 99, as per approved plans enclosed herewith, with the exception that all boundary angles of bulkhead No. 87, engine room front bulkhead, have been riveted and fitted with a flat iron opposite to the bulkhead angle, well fitted and electrically welded to the shell, tank tops and decks.

SUMMARY OF DAMAGE REPAIRS:—	Shell 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

Decks	Good	State if Tanks have been examined inside	No	Air and Sounding Pipes	Good in sp. ced	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	Yes, as per Rpt	Dblg. Plates under Sounding Pipes	"	(State if on Felt).	
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Outside Plating	"	Cement or Asphalt	Good in sp. ced	Oil Bunkers	"	Masts, Yards, &c.	"
" " in way of sidelights	✓	Rudder	Good	Scuppers	"	Condition, how ascertained	From deck
Breasthooks	✓	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	None
Transoms	✓	Windlass	"	Hatches	"	Sails	"
Frames	Good in sp. ced	Have pumps now been examined and found efficient?	No	Planking of Wood Vessels	ditto	Equipment letter	dt
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	None	Caulking	ditto	Anchors, No. of	3-1
Longitudinals	✓	Have Watertight Doors now been examined and found efficient?	Yes but not tried	Treenails	ditto	Chain Locker	✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	No
Floors	✓			Transoms Pointers, & Crutches	ditto	" length	mean diamr.
Keelsons	✓			Timbers of Frame at openings	ditto	" (on board)	size
Stringers	Good in sp. ced			Ditto Ditto at other places	ditto	Hawser & Warps	✓
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Standing and 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and plnd24, &c."

This vessel is eligible, in my opinion, to remain as classed in the Register Book with fresh record of survey mms. 6.37. "fitted for carrying oil 6.37" F.P. above 150°F in deep tanks and tanks in way of tunnels.

Survey Fee (per Section 29) £ Mr. : 400:00

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any) £ Mr. : 105:00

Fees applied for,

17th June, 1937

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100A1

Got (8) S(s) 6.37

Note R.B. 11/12

TUE 10 AUG 1937

CS 4.37

NDB 6.37

DBS 6.37

can cargo oil 7.2 above 150°F in DT

stinks in way of tunnels

W129-0057

The intermediate beams on 3rd deck are 200 x 90 x 10 angle electrically welded to deck plating as approved by Mr. Townsend in a letter of the 21st May, 1937.

All single riveted seams of bulkhead No. 87 and of 2nd and 3rd decks have been electrically welded, stanchions reinforced and fitted with brackets and additional stiffening of deck and bulkhead plating, as shown on approved plans, carried out.