

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30th Oct 1936 When handed in at Local Office 24 Oct 36 Port of LethbridgeNo. in Reg. Book 75343 Survey held at Lethbridge Date, First Survey 5th June Last Survey 15th Oct 1936

on the Wood, Iron or Steel S.S. "FRATERNITAS"

TONNAGE:-

GROSS 9755.40

UNDER DEK.

6105.83

Built at Belfast

By whom Harland & Wolff Ltd.

When 1905

MONTH. 8

Owners Fraternitas Kompagniet Aktieselskab

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

Managers R. P. Müller

Port belonging to Copenhagen

Laid Afloat or in Dry Dock? Both Name of Dock Lethbridge

Destined Voyage -

= Cell D B or D B a feet; u E & B feet; f feet
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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. H/12 Port Lethbridge

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; as being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported the particulars should be clearly stated in the space provided on of this form. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose and to whom and why they were declined. Offered to Owners

Not required

Was a damage report made by anyone else? If so, by whom? None made

OR EXAMINATION AS PER RULE, FOR Annual, Damage Work to have been caused of different kinds during the whaling season 1930-1931, Special Survey of 3, Alterations and Repairs.

Vessel placed on floating dock, bottom, sternframe and rudder cleaned, examined and coated and the following damage repairs effected.

Plating port side:-

A Strike plate d. 1 faired in place.

B " " " 4 " " "

C " " " 1 " " "

P.T.O.

OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
ed	7						2	
ed and Faired or Repaired	3	1						
or Repaired in place	23							See report.

CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or I.M. of Wood Vessels	
tenings	"	State if Tanks now tested	Yes	Dblng. Plates under Sounding Pipes	Yes	(State if on Fell).	Year
ag	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	
in way of sidelights	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
	"	Cement or Asphalt	"	Oil Bunkers	"	Masts, Turds, &c.	Good
	"	(State which.)	"	Scuppers	"	Condition, how ascertained	Examined
	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	Yes
	"	Steering gear and its connections	"	Hatches	"	Sails	Good
	"	Windlass	"	Planking of Wood Vessels		Equipment letter	CT
	"	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	3. 1.
	"	Have Sluice Valves now been examined and found efficient?	Yes	Treenails	ditto	Chain Locker	Good
	"	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Ranged
	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	length 330	mean diamr 2 1/2
	"			Timbers of Frame at openings	ditto	(on board) 330	size 2 7/8
	"			Ditto Ditto at other places	ditto	Rule length	
	"			Stringers, Clamps & Sheifs	ditto	Hawser & Warps	Efficient
	"			Salting	ditto	Standing and Running Rigging	Good
	"			(State if examined.)			

al 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 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in our opinion to be classed in the Register Book 7.1. With Freeboard "Carrying Whale Oil in Bulk" with fresh record of survey GOT 10.36 the notation of SS GOT 11.3-10.36 subject to the plating being drilled when vessel is years old or at next S.S. hereafter.

Fee (per Section 20) Kr 930-
RATIONS Kr 2200-
Damage or Repair Fee (if any) Kr 750-
per Sec. 20)

Travelling Expenses (if chargeable) Kr 7-
Second Surveyor's Fee (if any) £

Committee's Minute

FRI. 4 DEC 1936

Character Assigned

Amend class to 100A
With freeboard
Carry whale oil in bulk
note for class. Car. oil fuel in bulk

Fees Applied for
31st Oct 1936
Received by me
14th Dec 1936

R. Paulson

T. Widen

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

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Lloyd's Register Foundation

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

D Strake plate d: 1 and 3 faired in place.
E " " 2, 8, 9 and 11 faired in place.
F " " 3 faired in place.
G " " 10 " " "
H " " 11 & 12 " " "
K " " 17 & 18 " " "
L " " 8 " " "
M " " 8, 17 and 18 removed faired and refitted.
N " " 19 faired in place.
O " " 9 renewed and one doubling in way renewed

Shell plating stbd side:-

E Strake plate d: 2 and 3 faired in place.
F " " 3 faired in place
G " " 7 " " "
H " " 7 " " "
H " " 8 renewed
O " " 9 renewed and one doubling in way renewed.
P " " 10 renewed
P " " 2, in way of bridge, renewed and stringer angle in way renewed.
Q Strake plate d: 3, in way of bridge, renewed
Q " " 2, " " " faired in place.
One frame in way faired in place.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
88087	15	2 7/16	106.9	149 1/2	46 2 1/4				Shackleton	Hingley & Sons Ltd.	L.P.H. 14 10th July 1936.
88088	15	2 7/16	106.9	149 1/2	46 0 1/4				"	"	3rd Ref.
Iron Stream Chain or Steel Wire...											

Q Strake plate d: 3 in way of Forecastle renewed
R " " 1 " " " " "

Bilge keel:- partly renewed port and stbd side.

Double bottom tanks:-

- Loose and broken cement in double bottom tanks renewed also ballast pipe line and oil fuel pipe line overhauled and placed in order. All tanks examined under water pressure and a number of leaky rivets bulk and seams caulked. Continued.

Rpt. 9a.

Port of Gothenburg

Continuation of Report No 10953 dated 31st October, 1936. on the

Shed 5 'FRATERNITAS' d: in Reg. Book 75343.

Cargo tanks:-

All cargo tanks and cofferdams examined under water pressure and a number of leaky rivets, bulk and seams caulked.
Cargo tank d: 1. About 20 started rivets in long. bulkhead renewed
" " 2 " 50 " " " " " "
" " 3 " 150 " " " " " " after bulkhead "
" " 4 " 100 " " " " " " " and about 30 started rivets in long. bulkhead renewed.
" " 5 About 40 started rivets in after bulkhead renewed.
" " 6 " 150 " " " " " " "
" " 7 " 200 " " " " " " " and about 75 started rivets in long. bulkhead renewed.
" " 8 About 40 started rivets in after bulkhead "

Upper Deck:-

2 deck plates in way of d: 1 hatchway renewed (cracked at hatchway corners)

Special Survey d: 3 has been held as follows:-

Work placed on floating dock, the bottom, stemframe and rudder cleaned, examined and coated. Rudder lifted, bushed and refitted. The cargo tanks, cofferdams, peaks, "tween decks", coal bunkers and machinery space cleared. All coring of soil, scupper, air and sounding pipes removed throughout. Wood lining in way of crew accommodation amidships and aft completely removed. Steel work generally exposed including plating under sidelights. All oxidation removed from the surface of the inside of the shell plating, frames, stringers, floor plates, keelsons, beams, bulkheads etc. Steel work examined and, with exception of parts repaired or stated below, found in good condition and coated. All double bottom tanks, cargo tanks, cofferdams and peak tanks, tested by water pressure and examined internally, floors scaled and coated where necessary and all broken and loose cement made good. Peckers drilled and gauged. Chain cables ranged and examined, chain locker examined and cables replaced. Anchors, masts, rigging and general equipment examined (Wedges removed, mast scaled and coated in way of same and wedges replaced.) Canvas coats renewed. Hatch covers, tarpaulins supports and fastenings examined in position at the hatchways and made good where necessary. Ventilator coamings and covers examined. The steering engine and its connections, rudder quadrant, Continued.

Port of GöteborgContinuation of Report No. 10953 dated 31st October, 1936. on the

Sled 3/5 "FRATERNITAS" No. in Reg. Book 75343.

tiller, windlass, watertight doors and air and sounding pipes examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes. Freeboard verified.

Repairs effected due to wear and tear:-

After peak:-

One reverse frame, port and stbd side, renewed.
Fore and aft angles on top of floors renewed.
Wash plate partly renewed.

Cargo tanks:-

No. 2; Fore angles on web at after bulkhead renewed on stbd side.
No. 3. Forward bulkhead partly doubled on stbd side.
No. 7 Boundary bar in way of tunnel and tunnel recess partly renewed.
After bulkhead partly doubled in way of engine room bilges.
No. 9 Two tank top plates on port side renewed.
One deck plate on stbd side renewed.

Engine space:-

Four reverse frames on port side renewed.
Three frame brackets on port side strengthened by angles.
riveted to same.
Two auxiliary engine seatings renewed.

Coal bunker:-

One engine casing plate renewed, one ditto partly doubled and one stiffener in way renewed on port side.
Saddle back doubled at lower part port and stbd side.
Boiler room casing partly renewed at forward end.
Two deck beams partly renewed on port side.

Upper deck:-

Four deck plates renewed in way of crew space aft. and deck stringer angle in way partly renewed.
Six deck plates amidship renewed.
15 tween deck frames port side and 10 ditto on stbd side strengthened in way of upper deck.

Windlass:-

Four piston rings renewed, the mooring shaft renewed and one bearing for same renewed.

Steel S/S "FRATERNITAS" No in Reg Book 75343.

Stir and sounding pipes and pipelines in the cargo tanks and double bottom tanks overhauled and placed in good condition.

Alterations:-

The wells of the vessel have now been filled in by an efficient plating erection, forming, with the original detached superstructures, a complete superstructure.

A whale ship has been arranged at the after end, rudder and sternframe altered to suit, also new whaling factory has been fitted in way of the plating erection. The recess between frame No 69-79 aft has been closed up and the crew space aft has been increased.

The above alterations have been carried out in accordance with the approved plans and the Secretary's letters of various dates and to our satisfaction.

All tanks & cofferdams tested by water pressure and weather decks have tested, after completion, to rule requirements and found satisfactory.

Equipment:- 30 fathoms of chain cables have now been placed on board as per particulars above. (See letter 5th/6/36 int M)

Freeboard:- The freeboard marks cut in on the vessel's sides, in accordance with assignment letter dated 9th Oct. 1936, have been verified.

The following approved plans are forwarded herewith.

✓ Shell between bridge deck and poop deck.

W.T. bulkhead and strengthening of upper deck.

✓ Alteration to upper deck aft.

✓ Prop. arrangement of port side skidway.

✓ Pillars and deck girders.

Pillars below lower deck.

W.T. bulkhead on frame 14.

Shell between bridge deck and forecattle deck.

Also copy of interim certificate.

There are approved plans in the London Office of:-

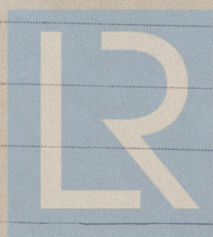
✓ Alter. to sternframe and rudder

✓ " " deck and shell.

W133-0116 (415)

Port of *Gothenburg*Continuation of Report No. 10953 dated *31st October, 1936*, on the*Steel S/S "FRATERNITAS" d. in Reg Book 75343.**Alter. to after part of ship I**" " " " " II**✓ Closing up of recess in lower deck between frames 68-79.**Alter. to forecastle and new front bulkhead and breakwater.**V. Bülow G. Heringer*

W133-0116 (5/5)



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