

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17 Aug 1929 When handed in at Local Office 1929 Port of HAMBURG

No. in Survey held at Kiel Date, First Survey 31st May 29 Last Survey 12th August 1929

Reg. Book 84307 on the Wood, Iron or Steel sc. "SIR JAMES CLARK ROSS" (No. of Visits 22)

34386
TONNAGE:-
GROSS 8224
UNDER DEK. 7436
NET 4882

Built at Belfast By whom Harland & Wolff, L^o When 1905 8
Owners Arvalfanger A/S Rosshavet Owners' Address Oslo
Managers J. Rasmussen & M. Hanow Port belonging to Sandefjord

Surveyed Afloat in Dry Dock? yes Name of Dock Deutsche Werke Destined Voyage Norway - Rosshavet

Water Ballast Tanks B=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and Expiry	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1		<input checked="" type="checkbox"/> LMC
8.28		M.S. 8.26
S.S. BKT. No. 3-6.18		B.S. 7.28
S.S. Czn. No. 2-27.		T.S. 8.27 C.
Carrying <u>Whale Oil in Bulk</u>		
		FITTED FOR OIL FUEL
		S.P. ABOVE 150° F.

Last Report, No. 3313 Port Osl

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of a special character (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 placement 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 date and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined Not required.

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, Damage Repairs and Alterations

The vessel placed in dry-dock, the bottom cleaned, examined, keel, stem, stern, and outside plating found well repaired, partly new and recoated throughout in good condition. The Rudder & finches examined and found in good working order. Hatchways and hatches examined, also ventilators and coamings on deck and all parts satisfactory. Steering gear with all connections, sand gear, and windlass examined. Found all well generally overhauled in good working order. General equipment found satisfactory in all respects. In anticipation of S.S. No. 3 all double bottom tanks, peak tanks, deep tanks and cofferdams examined inside and found all soundings in good condition. It was not necessary to drill these tanks. The above tanks filled and tested and found tight. P.T.O.

STATEMENT OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	2	1	1	1	1	1	3	200 Saw rivets
Removed and Faired or Repaired	3	1	1	1	1	1	1	Bridge Bulwark
Faired or Repaired in place	10	13						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet).
Condition of Decks <u>good</u>	<u>yes</u>	<u>good</u>	When put on, Month <u>1</u> Year <u>1</u>
Plating <u>good</u>	<u>yes</u>	<u>good</u>	Boats <u>good</u>
Frames <u>good</u>	<u>yes</u>	<u>good</u>	Masts, Yards, &c. <u>good</u>
Bottom Plating <u>good</u>	<u>yes</u>	<u>good</u>	Condition, how ascertained <u>from deck</u>
	<u>yes</u>	<u>good</u>	(State if wedges removed) <u>no</u>
	<u>yes</u>	<u>good</u>	Sails <u>good</u>
	<u>yes</u>	<u>good</u>	Equipment letter <u>C+</u>
	<u>yes</u>	<u>good</u>	Anchors, No. of <u>3 B-15</u>
	<u>yes</u>	<u>good</u>	Cables (State if now ranged) <u>no</u>
	<u>yes</u>	<u>good</u>	" length <u>stated complete</u>
	<u>yes</u>	<u>good</u>	" Rule length <u>stated complete</u>
	<u>yes</u>	<u>good</u>	Hawser & Warps <u>good</u>
	<u>yes</u>	<u>good</u>	Standing and Running Rigging <u>good</u>

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 pIND24, &c."

This vessel appears, as far as seen, to be in a sound and efficient condition, eligible in my opinion to remain as classed in the Society's Register Book and to have fresh record of Survey 8.29.

Fees (per Section 29)	£ 16 : 0 : 0	Fees applied for, <u>15 Aug 1929</u>
Damage or Repair Fee (if any) (per Sec. 29)	£ 26 : 0 : 0	Received by me, <u>London</u>
Travelling Expenses (if chargeable)	£ 8 : 0 : 0	<u>26. 8 29</u>
Second Surveyor's Fee (if any)	£	

F. Miles. H. Goering.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute/ FRI. 13 SEP 1929
Character Assigned 100 A1
Carrying whale oil in bulk
carrying oil fuel in bulk
Fitted for oil fuel 8.29
H. above 150° F.
M.S. 8.29
N.S.B. 29

Is Certificate required? If so, to be sent to

W133-0187

