

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 March 1937 When handed in at Local Office 19 Port of HAMBURG  
 No. in Reg. Book 71815 Survey held at Kiel Date, First Survey 5th Febry Last Survey 8th March 1937  
 on the Wood, Iron or Steel Sec. SR. "Borbeck" (No. of Visits 17)

TONNAGE: Built at Belfast By whom Workman, Clark & Co. When 1929  
 GROSS 6002 Owners Fried. Krupp A.G. Owners' Address  
 UNDER DK. 5767 Managers N.V. Fried. Krupp's Reed. Transportbedr. Port belonging to Bremen  
 NET 3100

Surveyed Afloat or in Dry Dock? yes Name of Dock Germaniawerft Destined Voyage Baltic - Rotterdam  
 WB=CeKDBorDBa 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. 25198 Port Rot.

CHARACTER. X for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned Expired	Machinery and Boiler Surveys (including date of N.B., if any).
<b>100 A1</b>		<b>LMC</b>
Shelter 26.11.36		M.S. 2-32
6-34		B.S. 11-35
S.S. Rot. No. 2-32		T.S. N. 6-34 cl.
CARGO BATTENS NOT FITTED		

(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. H. 4. 2. 1937)

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 not required  
 Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 0 3/8 ins.  
Certificate attached. Was a damage report made by anyone else? If so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 and Damage Repairs:

*The vessel placed in dry dock, the bottom cleaned, examined keel, stem, stern and outside plating found now repaired in good condition and the shell recoated. The Rudder lifted, examined and pintles rebushed, now in good working order. Holds throughout and peaks cleared, all ceiling removed from tank tops and bilges and plating exposed in way of side lights, all parts in here found freed from rust, examined framing & plating, stringers, bulkheads and beams with connection found all now repaired in good condition and holds & peaks recoated throughout. It was not necessary in my opinion to drill the plating this time. — Coal bunkers throughout cleared, all ceiling removed from tank tops & bilges, examined framing & plating found now repaired and recoated throughout satisfactory. P.T.O.*

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	W. Frames.	R. Frames.	Floors.	T. Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed		4			2	Doubled	Doubled	4 Bulkhead plates.
Removed and Fair'd or Repaired	1	4	1	1	1	65-0	65-0	1 horizontal stiffener.
Fair'd or Repaired in place		1			2	1	1	

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	yes	yes	Good	Good	(State if on Felt)	When put on, Month / Year
Caulking of Decks	"	yes	yes	Good	Good		
Coamings	"	yes	yes	Good	Good	Boats	Good
Beams & Fastenings	"	yes	yes	Good	Good	Masts, Yards, &c.	"
Outside Plating	"	yes	yes	Good	Good	Condition, how ascertained	examined
Breasthooks	"	yes	yes	Good	Good	(State if wedges removed)	visited
Transoms	"	yes	yes	Good	Good	Sails	1
Frames	"	yes	yes	Good	Good	Equipment letter	7+
Reverse Frames	"	yes	yes	Good	Good	Anchors, No. of	3 B. 15.
Longitudinals	1	yes	yes	Good	Good	Cables (State if now ranged)	yes
Transverses	1	yes	yes	Good	Good	" length	270 fms size 2 3/4"
Floors	Good	yes	yes	Good	Good	" (on board)	270 fms size 2 3/4"
Keelsons	"	yes	yes	Good	Good	" Rule length	270 fms size 2 3/4"
Stringers	"	yes	yes	Good	Good	Hawser & Warps	complete
Inner Bottom Plating	"	yes	yes	Good	Good	Standing and Running Rigging	Good

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, 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."

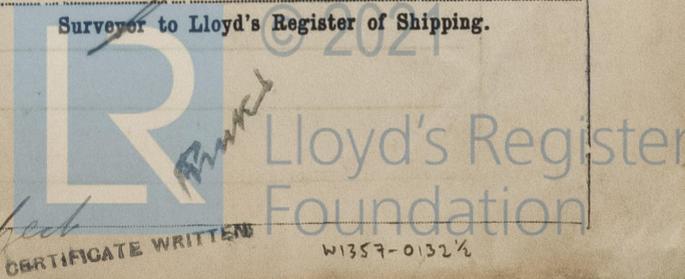
*This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed in the Society's Register Book and to have fresh record of Survey 3.37 and the notation S.S. Keel. No. 3-3.37. —*

Survey Fee (per section 20)	AKs: 460.-	Fees applied for,	16-3-1937
Special Damage or Repair Fee (if any) (per sec. 20)	AKs: 220.-	Received by me,	16-4-37
Travelling Expenses (if chargeable)	AKs: 150.-		
Second Surveyor's Fee (if any)	£		

Committee's Minute  
 Character Assigned 100 A1 Shell. Dk. w/h  
3.37  
Dele. S.S. press  
Note on  
S.S. No. 3-3.37  
Cargo batts. not filled  
+ LMC and 3.37 11.37  
 Surveyor to Lloyd's Register of Shipping.  
 TUE. 27 APR 1937  
 CERTIFICATE WRITTEN  
 W1357-0132 1/2

Has a survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to the Owners.



25 MAR 1937

Sheet 5c. SR. "Borbeck."

Repairs Wear-Tear:

Shell: About 2500 worn shell-rivets in low-plateing both sides renewed.  
 A.P. Tank: 8 bulkhead stiffeners strengthened by reverse bars.  
 Bunkers: 5 Bulkhead-plates and 3 stiffeners each side renewed.  
 Holds: About 500 started tank top rivets renewed and seams recaulked.  
 and a great part of Tank top ceiling now renewed.  
 F.P. Tank: A number of rivets in stringer-plates now renewed.  
 On deck minor usual overhauling repairs now carried out.

Damage Repairs: and strengthening as compensation: see plan attached.

Heavy weather during the last voyages 1936 and 1937.  
 The cracks in saaming-plates in way of corners at Nos 4, 5, 6 & 7 hatches both sides on Decker-deck now chiseled out and leveled up by electric welding and compensated by doublings and strong corner angles.  
 In order to avoid further development of cracks and as the deck in way of appeared wavy, a new girder was fitted both sides from frame 59 to 97.  
 The cracks in main-deck plating in way of corners at Nos 4, 5, 6 & 7 hatches now chiseled out and leveled up by electric welding, and a new doubling-plate fitted from frame 62 to 93, and as the inside half of stringer-plate in way of showed some deflection, also here a doubling plate was fitted from frame 62 to 93, on both sides.

The cracked plate off Bulkhead 77 and end of longitudinal Bulkheads of Topside Tanks in way of same now replaced by 4 new plates both sides and double boundary angles now fitted.

The buckled Bulkhead No 77 now strengthened by a new horizontal girder and the stiffener No 4 from sides strengthened as a pillar, by a strong new Bulbangle.

The broken web frames Nos 59 and 91 now repaired by a new lower-plate and new face angles and face plate.

Two new web frames now fitted at frames 69 & 84 of the same size as compensations.

The Decker-deck beams Nos 68 & 84 now strengthened as a transverse girder and the main-deck beams strengthened by a strong angle and one strong pillar fitted to each amidships.

All minor work in connection with the above repairs now carried out and repaired parts now listed and recoated now in good condition.

Two Plans attached.

*P. Kiesel.*

Engine & Boiler spaces and bilges cleared, examined framing and plating, seatings & bearings, found all parts coated in good condition.  
 The double bottom tanks through-out also forepeak and afterpeak tanks opened out, examined inside floors, framing and cement, found all now cement worked in good condition. All the above tanks now filled and tested and found tight. - All topside tanks opened out examined inside framing & plating found all now recoated in good order, filled and tested and found tight. -

The decks examined, now repaired found satisfactory.  
 Hatchways and webs and steel covers examined, found now repaired in good condition. -

Anchor examined, chain-cables ranged, found 3 Bowers and 1. Stream and 270 fathoms 2 7/8" chain-cables now overhauled in order, and the chain-locks now cleaned & recoated satisfactory. -

Masts and Derrick posts and Rigging examined found in good order. Steam steering-gear with all connections, hand gear, windlass, pumps, watertight doors, air-lauding-pipes with doubling-plate examined, found all parts now generally overhauled in good working condition. -

General Equipment found in good order and Foreboard marked on ship's sides 4'-0 7/8" by the S.B.G. now verified. -

See Continuation for Damage Repairs, and Repairs Wear-Tear. -

*P. Kiesel.*

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.				
	1st Bower ...													
	2nd "													
	3rd "													
	Collective Weigh.													
	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.			
Iron Stream Chain or Steel Wire...											

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.