



Steel S. "SUND"Completion of Special Survey 2nd No. 2 and repairs:

The coal bunkers cleared and scaled, all ceiling removed from bilges, found all iron work in here now recoated in good order.

Engine + boiler spaces and bilges cleaned, examined framing + plating, seatings and bearers, found all parts coated in good condition.

The oil cargo tanks throughout, cofferdam, double bottom tank in way of the engine and fore + after peak tanks opened out and cleaned, examined inside floors, framing + plating, found all parts in here free from rust in good condition and the after peak and double bottom tank now cement washed.

All the above tanks filled, tested as required by the Rules and found same tight.

Decks examined, found in good condition.

Hatchways, hatches, trunks, ventilator coamings + covers examined, found in good order.

Mast + rigging examined, found satisfactory.

Anchor examined, cables ranged and all shackles disconnected, found 3 bower, 1 stream anchor and 165 fathom  $1\frac{1}{2}$ " to 1" diam. of chain cable in good order.

The chain locker examined, found scaled and recoated in good condition.

Steam steering gear with all connections, handgear, quadrant, chains, blocks, windlass, pumps, air + sounding pipes with doubling plates examined and found all these parts now generally overhauled in good order.

General equipment examined, found complete good.

Repairs wear + tear:

Small leakages of boundary + corner angles of the transverse and longitudinal bulkheads satisfactorily recaulked and tightened.

The wooden wheel house on poop deck removed ashore and the deck plating in way of also the ground bar of the wheel house renewed.

The wood deck on the poop deck at sides of the wheel house partly renewed and entirely recaulked.

The steering gear overhauled throughout, all chains annealed.

Minor overhauling repairs carried out satisfactory.

Damage repairs now done:

Damage stated to have been sustained 1.) Through encountering heavy ice in the Königsberger Seekanal on the 16th January 1939,

2.) Through collision with the S.S. "Werder" at Königsberg on the 24th of October 1938 and 3.) Through collision with the S.S.

"Sir Ernest Cassel" in the River Maas on the 2nd of February 1939.

SEE CONTINUATION.

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The stem plates of the C. stake on both sides renewed.

The stem plates of the B. + D. stake on both sides partly riveted and faired in place.

On port side C. No. 2 from forew. faired in place.

On port side three and on starboard side two peak frames faired in place.

To 2.

On port side the sheerstake plate No. 4 from forew. faired in place and the after butt of this plate entirely riveted.

In way of this plate one length of the wooden belting incl. half round bar renewed.

One bulwark plate faired in place and two bulwark stanchions removed faired and replaced.

To 3.

On starboard side the shell plates C. No. 4, D. No. 4 and E. No. 4 from forward renewed.

The shell plates C. Nos. 3 + 5 and D. No. 5 from forward faired in place.

Six frames in way of these plates faired in place.

The bulwark plate No. 1 from forward renewed, No. 3 and three bulwark stanchions removed faired and replaced.

One length of rail top angle bar removed faired and replaced.

On deck one stringer plate incl. stringer angle renewed, the adjacent deck plate faired in place.

Two deck beams renewed, one deck beam faired in place.

One web frame and the side stringer in way of tank No. 3 incl. their connecting + face bars removed faired and replaced.

In way of the renewed shell plates the wooden belting incl. shell connection and half round moulding bar renewed.

Minor repairs in connection with the above damage repairs carried out satisfactory and all repaired parts tested and recoated now in good order.

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