

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 4th March 1939 When handed in at Local Office 1939 Port of Hamburg  
 No. in Reg. Book Survey held at Hamburg Date, First Survey 9th February Last Survey 22nd February 1939  
 (No. of Visits 10)

84236 on the Wood Iron or Steel SUND  
 TONNAGE: Built at Hinbeck By whom Hinbecker Flenderwerke & Co. When 1937  
 GROSS 512 Owners John F. Essberger Owners' Address (if not already recorded in Appendix to Register Book)  
 UNDER DEK 422 Managers (if not already recorded in Appendix to Register Book)  
 NET 421 Port belonging to Hamburg

Surveyed Afloat or in Dry Dock? both Name of Dock Althaus & Co. Destined Voyage  Baltic  
 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.

Last Report, No. 27834 Port Hamb

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.	Years Assigned	Machinery and Boiler Surveys
100A1		LMC
8,38.		M.S. 2,35.
35.Ham.No.3-M,30.		B.S. 8,38.
35.Ham.No.1-35.		T.S. cum 8,38N (09).

Carrying Petroleum in bulk  
 Society's Kreeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey 2nd No. 2 and repairs:

The vessel placed in dry dock, the bottom cleaned and the side plating partly scaled, examined Hull, Stem, Sternpost and Outside plating, found all now repaired where necessary and the shell now recoated throughout in good condition.

The Rudder lifted, examined, one gudgeon rebushed, found now in good working order.

The forward dry cargo hold, pump room, peak & poop spaces cleared, all ceiling removed from bilges and plating exposed in way of side lights, examined floors, framing and plating, found all parts coated in good condition and the bilges in way of the dry cargo hold now current washed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	W. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	5	✓	✓	✓	2	✓	✓	One bulwark plate.
Removed and Faired or Repaired	✓	✓	1	✓	✓	✓	✓	" " " " " " " "
Faired or Repaired in place	9	M.	✓	✓	1	✓	1	" " " " " " " "

## PRESENT CONDITION OF THE

Deck <u>Good</u>	State if Tanks have been examined inside <u>yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Fett.) <u>1</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>yes</u>	Dbng. Plates under Sounding Pipes <u>"</u>	When put on, Month <u>year</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>"</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphelt (State which.) <u>"</u>	Oil Bunkers <u>"</u>	Condition, how ascertained <u>examined</u>
" " in way of sidelights <u>"</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>no wedges</u>
Breasthooks <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>✓</u>
Transoms <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>9</u>
Frames <u>"</u>	Have pumps now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels <u>"</u>	Anchors, No. of <u>3 B. 15</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>"</u>	Chain Locker <u>Good</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>"</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>"</u>	" length <u>16.5 fms</u> mean diamr <u>1 1/2"</u>
Floors <u>Good</u>		Transoms Pointers, & Crutches ditto <u>"</u>	" Rule length <u>4</u> size <u>1 1/2"</u>
Keelsons <u>"</u>		Timbers of Frame at openings ditto <u>"</u>	Hawser & Warps <u>complete good</u>
Stringers <u>"</u>		Ditto Ditto at other places ditto <u>"</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	
		Salting ditto <u>"</u>	
		(State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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.

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 2,39 and the Notation of S.S. Ham. No. 2-39.

Survey Fee (per Section 20) 4 R.M. 450.-  
 Special Damage or Repair Fee (if any) 150.-  
 Travelling Expenses (if chargeable) 10.-  
 Second Surveyor's Fee (if any) £

Fees applied for, 6. 3. 1939  
 Received by me, 19

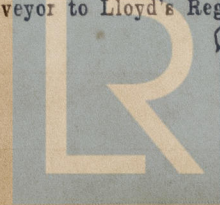
Friedrich Ohlzen  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE 28 MAR 1939

CERTIFICATE WRITTEN



Lloyd's Register  
 Foundation



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 recalked 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 recalked.

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. "Weran" 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.



Steel S. "SUND"Completion of Special Survey 2nd No. 2 and repairs:To 1.

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 form. 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 form. 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.

Friedrich Ohlgen.



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Foundation