

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th Nov 1930. When handed in at Local Office 19... Port of Hamburg

No. in Survey held at Hamburg Date, First Survey 18th Oct. Last Survey 9th November 1930
eg. Book. (No. of Visits 12)

5481 on the WOODHOLM Steel SC 'SUND'

TONNAGE: Built at Kuebeck By whom Kuecker-Flender-Herke When 1927
GROSS 517 Owners Atlantic Tank-Reducing Owners' Address
UNDER DECK 422 Managers Port belonging to Hamburg
NET 221

Surveyed Afloat or in Dry Dock? Both Name of Dock Kuecker Sohn Destined Voyage U.K.

B=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.
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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and serially 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 in anticipation of class and damage repairs: The vessel placed in dry dock, the bottom cleaned, examined & Red Gum, Stern frame and Outside plating, found all now repaired in good condition and the bottom recoated. The Rudder examined, found in good working order. The fore hold, after pump room and peak spaces cleared, examined framing and plating, found all in here coated in good condition. Coal bunkers cleared, ceiling removed from bilges, found all parts free from rust and now recoated in good condition. Engine & boiler spaces also bilges cleared, examined framing, plating, sealings and bearers, found all parts coated in good condition. The plating drilled and thickness found are given in table attached. All oil tanks, cofferdam, fore and after peak tank and double bottom tank in engine room opened up, examined inside

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	Stem frame
Removed and Faird or Repaired	✓	✓	✓	✓	✓	✓	✓	
Faird or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	yes	Good	(State if on Felt).
Caulking of Decks	yes	Engine Room Skylights	When put on, Month Year
Stowings	Good	Coal Bunkers, Open'gs, Lids, &c.	Boats
Stowage & Fastenings	✓	Scuppers	Masts, Yards, &c.
Outside Plating	✓	Cargo Hatchways	Condition, how ascertained
Breasthooks	✓	Hatches	(State if wedges removed) riveted
Transoms	✓	Planking of Wood Vessels	Sails
Frames	✓	Caulking ditto	Equipment letter
Reverse Frames	✓	Treenails ditto	Anchors, No. of
Longitudinals	✓	Breasthooks & Stemson ditto	Cables (State if now ranged)
Transverses	✓	Transoms, Pointers, & Crutches ditto	length 302 in. size 27 in.
Floors	✓	Timbers of Frame at openings ditto	Rule length 200 in. size 27 in.
Keelsons	✓	Ditto ditto at other places ditto	Hawser & Warps complete good
Stringers	✓	Stringers, Clamps & Shelves ditto	Standing and Running Rigging
Inner Bottom Plating	✓	Salting ditto	
	and found efficient? yes	(State if examined.)	

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 pTND24, &c.”

This vessel now appears to be in a sound and efficient condition, eligible in our opinion to be classed 100 A T and to have record of survey, 14, 30 and the notation of L.S. Ham. No. 3-14, 30, subject to a 3rd lower anchor of proper weight and test be placed on board.

Survey Fee (per Section 20) £ 6
Special Damage or Repair Fee (if any) (per Sec. 20) £ 7
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Committee's Minute f
Character Assigned

Fees applied for, 21.11.1930
Received by me, 13/2/31
Surveyor to Lloyd's Register of Shipping.
TUE. 29 SEP 1931
FRI. 20 NOV 1931
FRI. 12 FEB 1932
Lloyd's Register Foundation

The cast steel stern frame, which was found cracked on starboard side piece, has now been removed as per test Certificate attached. The removed rudder and shell plating in way of stern frame refitted satisfactorily. All broken cement relaid, the repairs tested and received satisfactory results.

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 by 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 marked with the name of the maker.

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

CHAIN CABLES.

[illegible]

found in good condition.

A. Chisholm H. Goring