

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th May 1939 When handed in at Local Office 19 Port of Hamburg
 No. in Reg. Book 36710 Survey held at Hamburg Date, First Survey 10th May 4 Last Survey 18th May 1939
 (No. of Visits) 4
 TONNAGE 5113 Built at Kiel By whom Howaldtswerke When 1913 9
 GROSS 5113 Owners Hansa-Tank-Reederei GmbH Owners' Address -
 UNDER DK. 4466 Managers Atlantic-Rhederei F. H. Tock Port belonging to Hamburg
 NET 3055

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Werft Destined Voyage Mexico

WB=CellDBorDBa feet; uE&B feet; Rickastieg 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. 23069 Port Hamb

Periodical Surveys, when held, must be reported in detail and seriatim 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 not required

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assured, Actual and expired.	Machinery and Boiler Survey (including date of N.B., in any).
<u>+100A1 5,38</u>	<u>12,37</u>	<u>+LMC 12,37</u>
<u>S.S. Ham. 2nd 4.3-</u>		<u>+NB 2,28</u>
<u>Carrying Petroleum in bulk.</u>		<u>T.S. Cl. 11,37</u>
<u>Fitted for oil fuel 9,13</u>		
<u>F.P. above 150°F.</u>		

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding and repairs:

Condition: The vessel placed in dry dock, the bottom cleaned examined Keel, Stem, Transverse and Outside plating, found all parts in efficient condition, except the indented bottom plating as stated below. The bottom now recoated and the Rudder found in good order. The weather deck, hatchways and ventilator coaming found satisfactory.

Grounding: See Special Remarks List.

On starboard side found the bottom plating in Bahke in way of Nos. 1, 2 & 3 cargo hatches slightly set in in line with 4th longitudinal bottom frame from centre. The 4th longitudinal bottom frame and the transverse bulkheads of Nos. 1, 2 & 3 cargo hatches found buckled at lower part. See continuation.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								<u>See Report</u>
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>-</u>	Air and Sounding Pipes <u>-</u>	Copper, or Y.M. of Wood Vessels (State if on Velt.) <u>-</u>
Caulking of Decks <u>-</u>	State if Tanks now tested <u>See Report</u>	Dblg. Plates under Sounding Pipes <u>-</u>	When put on, Month <u>-</u> Year <u>-</u>
Coamings <u>-</u>	Bulkheads <u>-</u>	Engine Room Skylights <u>Good</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>See Report</u>	Cement or Asphalt (State which.) <u>-</u>	Oil Bunkers <u>-</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>-</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>-</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>-</u>
Frames <u>-</u>	Have pumps now been examined and found efficient? <u>-</u>	Planking of Wood Vessels <u>-</u>	Anchors, No. of <u>3 8 11</u>
Reverse Frames <u>-</u>	Have Sluice Valves now been examined and found efficient? <u>-</u>	Caulking ditto <u>-</u>	Chain Locker <u>-</u>
Longitudinals <u>See Report</u>	Have Watertight Doors now been examined and found efficient? <u>-</u>	Treenails ditto <u>-</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stems ditto <u>-</u>	" length <u>shd be complete</u>
Floors <u>-</u>		Transoms Pointers, & Crutches ditto <u>-</u>	" Rule length <u>-</u> size <u>-</u>
Keelsons <u>-</u>		Timbers of Frame at openings ditto <u>-</u>	Hawser & Warps <u>Good</u>
Stringers <u>-</u>		Ditto Ditto at other places ditto <u>-</u>	Standing and Running Rigging <u>-</u>
Inner Bottom Plating <u>-</u>		Stringers, Clamps & Shells ditto <u>-</u>	
		Salting ditto <u>-</u>	
		(State if examined.) <u>-</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."

This vessel appears, as far as seen, to be in a sound and efficient condition eligible in my opinion to remain as classed and to have record of survey, 5, 39, subject to indented bottom plating etc. in way of Nos. 1, 2 & 3 starboard side cargo hatches being dealt with at Owners convenience.

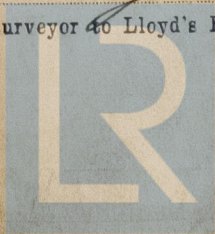
Survey Fee (per Section 20) <u>£ 120.-</u>	Fees applied for, <u>24.5. 1939</u>
Special Damage or Repair Fee (if any) <u>£ 5.-</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>£ -</u>	
Second Surveyor's Fee (if any) <u>£ -</u>	

Committee's Minute

Character Assigned 55.39

1000A1 Subject
Cover: pet. in bulk
3rd. for oil fuel
BS 2.39 Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

STEEL SC. "WINNETOU" ex Goring, ex Mohican.

Temporary repairs now done:

The transverse bars of the transverse bulkheads of cargo tanks Nos. 1, 2 & 3 in way of the damage now made tight by caulking and electric welding. A number of bottom rivets renewed and bottom rivets and plate edges rescaulked in places. The cargo tanks Nos. 1, 2 & 3 on starboard side filled, berthed and found tight.

The Owners request to postpone the permanent repairs to a more convenient time in my opinion merits the favourable consideration of the Committee.

Collision damage repairs carried out: Damage stated to have been sustained through collision with the Motor Tugger Melch at Hamburg on the 18. Feb. 1939. On starboard side aft two boat davits removed, fitted and replaced. Two hullangle boat deck stanchions renewed and two boat deck beams renewed, fitted and replaced. The wood planking of the boat deck satisfactorily refinished.

H. Goring.