

C. 2674

ADVISED BY S DEPT.
TO Hull

NEWCASTLE-on-TYNE,

18th August, 1919.

G.L. BROWN

the Ministry of Shipping survey the Surrendered German Steamer "MINNA HORN" 3431 tons, No. 20847 in the Register Book, whilst afloat and in dry dock at South Shields on the 4th July, 1919 and subsequent dates, for the purpose of ascertaining what deterioration and losses had taken place during the alleged internment.

The survey was held in conjunction with a representative of the Norske Veritas and with Mr. Kinghorn Superintendent Engineer for the Firm taking over the management of the vessel.

According to Classification Certificates on board the vessel, the vessel is classed \otimes 100 $\frac{A}{4}$ with freeboard from July, 1917, and vessel was dry docked, bottom found good and class confirmed on 31st May, 1919.

The vessel has been examined in dry dock, chain cables ranged and examined, limber boards lifted, all holds, peaks, upper bunkers and Engine and Boiler spaces examined, tank under boilers examined, tank under boilers examined, No. 2 tank examined inside on account of damage found on tank top, decks, deck fittings, casings, coamings, hatchways and hatches, windlass, steering gear, air and sounding pipes, accommodation, anchors and general equipment examined.

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S.S. MINNA HORN

Close ceiling is laid under hatchways only and spar ceiling is complete in all holds and tween decks.

The undersigned found the following defects and recommend repairs to be carried out now as detailed below.

FOUND

Chain cables (seven lengths port and eight lengths starboard) a number of studs slack in one length on starboard side.

Rudder plating bent to port between Nos. 2 and 3 arms from bottoms.

Heel of stern frame about 6" to starboard of centre line under rudder post.

Steering chains and leads.

Starboard extension shaft frame on aft winch broken and patched.

One steel wire rope on winch badly stranded.

Wood decks on house tops over accommodation - leaking.

Accommodation ladder broken.

Starboard lifeboat - aftermost skid broken.

Two Bulls eyes in Engine Room skylight broken.

Name plates to cabins in German.

Winches opened for examination.

Windlass

RECOMMENDED

Loose studs to be secured.

Rudder to be tried from hardover to hardover by hand gear end as it was found to work freely it was concluded either that stern frame was fitted out of line when vessel was built or that rudder pintle and braces had been trued up after bending of post.

Nothing done on this occasion to rudder plating or stern post.

To be overhauled, chains annealed and leads examined and put in order.

Considered efficient - nothing to be done.

To be renewed.

To be caulked.

To be repaired.

To be renewed.

Glasses to be renewed.

To be typed on reverse side in English.

To be closed up adjusted and tried under steam.

To be closed up, adjusted and tried under steam.

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S.S. "MINNA HORN"

FOUND

Bulwarks - forward starboard damaged.

Derricks -

Foremast No.2 starboard derrick (steel) indented near heel.

No.2 port derrick (steel) indented near heel, and found repaired in middle with a sleeve doubling.

Sockets fitted on deck to take heavy derricks, but no derrick on board.

Derrick pins worn and bent and running gear rusty and strained in places.

Winch deck pipe covers damaged and loose in places.

Port side forward deck - one deck plate indented.

Bollard on fore deck port side with blow hole shewing in casting.

Electric lighting.

Hold Ladders

Several rungs broken, bent or loose.

Fore end No.1 tween decks - six gusset knees connecting frames to deck slightly buckled.

Sounding machine rusted and damaged.

Galley stove damaged and stated to be too small for crew.

Fresh water tanks

Hold ceiling (laid under hatchways only) decayed and broken in places.

RECOMMENDED

One plate to be cropped one plate to be renewed of extended length.

Three bulb plate stays to be removed and faired.

Nothing done - considered efficient in present condition.

Nothing done - considered efficient in present condition.

Not supplied.

All pins and blocks to be overhauled and repaired and new running gear supplied as necessary.

To be repaired and secured.

Considered efficient, nothing done.

Considered efficient nothing done.

All to be overhauled, tested and made good.

To be repaired.

Considered efficient - nothing done.

To be renewed.

To be repaired and additional bakers oven to be fitted.

To be emptied, cleaned and cement washed.

To be made good with new timber.

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FOUND

Rose boxes to bilge
suctions

Mast head lights, guides
and forks out of order.

Fore and aft peaks -
heavy scale on iron work.

Screw clips on iron
doors on bridge front out of
order.

Rails on poop deck bent
in places.

Starboard cable compressore
on forecastle fractured.

No. 2 tank top - buckled
across - six plates affected.

Tween deck scuppers to
bilges blocked.

Sounding pipe casing in-
complete or missing in places.

Panel of cabin door broken.

Several port light glasses
broken.

One tunnel top plate in-
dented.

After W.C's seats missing.

Crews wash places.

Cabins and crew spaces
dirty and stated to be verm-
inous.

Fresh water pump damaged.

Holes in hatch coamings
in way of web beams.

Cement floor in pantry
broken.

Locks to room doors.

RECOMMENDED

To be cleaned out, examined
and made good.

To be repaired and made goo
with new wires as necessary.

To be scaled and cement
washed.

To be made good.

To be faired.

Considered efficient -
nothing done.

Considered efficient, tank
examined inside and no internal
damage found in way; but at aft
end of tank one frame each side
is slightly set up and knee to
centre girder each side buckled
close to centre line.

This also considered in
efficient condition and nothing
has been done.

To be overhauled and
cleared.

To be fitted where pipes
are exposed.

Panel to be renewed.

To be renewed.

Considered efficient,
nothing done.

Seats to be renewed.

Basin hinges to be re-
newed and connections to be over-
hauled.

All to be fumigated cleaned
and painted and modified to suit
crew and B.O.T. regulations.

To be repaired and tested.

To be filled with rivets or
bolts.

To be repaired.

All to be overhauled and mad
good keys supplied where missing.

FOUND

Captain's W.C. - seat damaged.

Cabin and berth lamps.

-Awning and bridge dodgers worn and damaged.

Chain locker (cables removed for examination)

Boats

Two lifeboats and one jolly boat condemned by B.O.T.

One jolly boat damaged.

All blocks, falls, outfit and equipment of boats to be completed as per Board of Trade Requirements; canvas boat covers to be supplied.

Ventilation etc. of Officers and crew spaces

Navigation lamps etc.

Signals, semaphore and life saving appliances.

Compasses and binnacles. 36

Wash deck service pipes and valves.

Steam heating

Ice box and potato locker required.

Wood bulkheads

Wood ladders required.

The following damage to shell plating, bulwarks etc. was observed while vessel was in dry dock but as the damage

RECOMMENDED

Seat to be renewed.

To be overhauled and made good.

To be renewed.

To be cleaned out and painted.

To be renewed.

To be repaired.

Additional ventilators, scuppers door discs etc. to be fitted to B.O.T. requirements.

Lamps to be altered and completed to B.O.T. requirements.

To be supplied as required by B.O.T. requirements.

To be overhauled and put in order and compasses adjusted.

To be overhauled and repaired as required and one new valve to be fitted.

Heaters and pipes to be tested under steam and repaired as required.

To be supplied and fitted.

Wood bulkhead at fore end No.1 tween decks to be made dust-tight with battens over seams. An additional wood bulkhead to be fitted across No.2 tween decks for additional bunker space.

Two hold ladders and two deck ladders to be supplied.

U.S. "MINNA HORN"

did not impair vessel's efficiency no repairs were considered necessary.

Fore Body numbered from Forward

Port Side Plates

E1 Sharp small indentation.
G4 and G5 indented.
H4, E7, F6, F7, indented.

Starboard Side Plates

G6 and F6 slightly indented.
F2 sharply indented.
Starboard hawse pipe plate
and plate below indented.

Aft Body numbered from Aft

Port side Plates

F6 indented.
F4 severely indented and frame
in way set in.
G4 and G5 indented.
E5 slightly indented.
Bulwark plate and door oppos-
ite galley buckled.

Starboard Side Plates

H7, G6, F7, F8, F12, E7, E8 in-
dented.
G7 one sharp small indentati-
on and indentation at fore end.
Two bulwark plates (L2 & 3)
indented and deck house plat-
ing and frame in way of same
indented.

Starboard aft length of bilge keel is also bent.

All repairs recommended to be done on this occasion have been carried out and in the opinion of the undersigned, as far as can be judged from the inspection made of the parts of the vessel which have been examined, this vessel appears to be in a fit condition to run for a period of six months.

Sgd. G. H. Brown

Surveyor to Lloyd's Register.



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