

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 July 1928. When handed in at Local Office 19

Port of

HAMBURG

No. in
Reg. Book.

Survey held at

Kiel

Date, First Survey 7th May

Last Survey 14 July

1928.

(No. of Visits 10)

TONNAGE:-

Built at

Kiel

By whom

Deutsche Werke AG.

When 1925

MONTH.

GROSS 4991

Owners

A/S Hergo-Mexico Gulfingen.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK. 4599

Managers

W. Wilhelmsen.

Port belonging to

Tonsberg.

veyed Afloat or in Dry Dock?

yes.

Name of Dock Deutsche Werke AG.

Destined Voyage Baltic-America.

B=Cell DBor DBa

feet; uE&B

feet; f

feet

at capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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.

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With Freeboard

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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 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. 1929 Port Bogn

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on 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.

Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft. 5 ins.

Certificate attached:

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 1 and Grounding-Damage-Repairs:

The vessel placed in dry-dock, the bottom cleaned, examined keel, stem, stern, stern-post and outside plating found and repaired and recoated throughout in good condition. The Rudder examined, found in good working order. - The holds throughout and peaks cleared for examination, all loose ceiling removed from tank tops and bilges, examined the framing, plating found all parts free from rust and was recoated throughout in good condition. The Motor spaces & bilges cleared, examined framing, plating, seatings and bearers found all parts cleared and coated satisfactory. - The double bottom tanks, deep tanks and peak tanks opened out, examined inside and found W.T. was in good condition. All double bottom tanks, deep and peak tanks now filled and tested and found perfectly tight, ceiling repaired and relaid. -

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

| | Shell Plates. | B. Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:- |
|--------------------------------|---------------|------------|------------|---------|--------|--------------|-------------|------------------------|
| Renewed | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | Number of loose Rivets |
| Removed and Faired or Repaired | 3 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 |
| Faired or Repaired in place | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 |

PRESENT CONDITION OF THE

| | | | | | | | |
|----------------------|------|--|-------------|-----------------------------------|------|--------------------------------|---------------------|
| Planks | Good | State if Tanks have been examined inside | yes | Dblg. Plates under Sounding Pipes | Good | Copper, or Y.M. of Wood Vessel | (State if on Boat). |
| Planking of Decks | Good | State if Tanks now tested | all now yes | Engine Room Skylights | Good | When put on, Month | Year |
| Framings | Good | Bulkheads | Good | Coal Bunkers, Open'gs, Lids, &c. | Good | Boats | Good |
| Rivets & Fastenings | Good | Ceiling | Good | Scuppers | Good | Masts, Yards, &c. | Good |
| Outside Plating | Good | Cement & Asphalt | Good | Cargo Hatchways | Good | Condition, how ascertained | Examined |
| Breasthooks | Good | (State which.) | Good | Hatches | Good | (State if wedges removed) | Good |
| Transoms | Good | Rudder | Good | Planing | Good | Sails | Good |
| Frames | Good | Steering gear and its connections | Good | Caulking | Good | Equipment letter | 2 |
| Reverse Frames | Good | Windlass | Good | Treenails | Good | Anchors, No. of | 3 Brown 15ft |
| Longitudinals | Good | Have Pumps now been examined and found efficient? | yes | Breasthooks & Stemson | Good | Cables (State if now ranged) | yes, stated |
| Transverses | Good | Have Sluice Valves now been examined and found efficient? | yes | Timbers of Frame at openings | Good | length | 270 ft |
| Floors | Good | Have Watertight Doors now been examined and found efficient? | yes | Ditto ditto at other places | Good | Rule length | 270 ft |
| Keelsons | Good | Have Ventilators and their Coamings been examined and found efficient? | yes | Stringers, Clamps & Shelves | Good | Hawser & Warps | Complete |
| Stringers | Good | | | Salting | Good | Standing and Running Rigging | Good |
| Inner Bottom Plating | Good | | | (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 my opinion to remain as classed in the Society's Register Book with fresh record of Survey 7.28 and the notation of S.S. Keel No. 1-28. - (To be removed from Spec. Reas. List)

| | | | |
|---------------------------------------|--------------|-------------------|-----------|
| Survey Fee (per Section 29) | £ 15 : 0 : 0 | Fees applied for, | 13.8.1928 |
| Special Damage or Repair Fee (if any) | £ 7 : 0 : 0 | Received by me, | 30.8.28 |
| Travelling Expenses (if chargeable) | £ 3 : 0 : 0 | | |
| Second Surveyor's Fee (if any) | £ | | |

Committee's Minute/

TUE. 4 SEP 1928

Character Assigned

100 A1

With freeboard

No. 1-28

+ Lmb. 7.28

S.B.S. 7.28

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W279-0084

The starboard Anchor and 135 fms of 2 1/8" Chain cables have been recovered at Kiel, Dec. 1927 see Ham. Rpt No 17787, ^{Equipment} ~~also~~ in good order. -

Primer.

ANCHORS.

| Number of Certificate. | Anchor.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|----------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|--------------------------|-------|------|-----------------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | |
| | 1st Bower ... | | | | | | | | | | | | | If Patent state name of Patentee. | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective Weight. . | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | |

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

CHAIN CABLES.

[illegible]