

# 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 Survey held at Kiel Date, First Survey 7th May Last Survey 14 July 1928

86361

Reg. Book. 37003 on the Wood, Iron or Steel Twin Sc. "TOPEKA" (No. of Visits 10)

TONNAGE: Built at Kiel By whom Deutsche Werke AG. When 1925 YEAR MONTH 3.

GROSS 4991 Owners A/S Norge-Mexico Gulf Linjen. Owners' Address ?

UNDER DK. 4599 Managers W. Wilhelmsen. Port belonging to Tonsberg.

Surveyed Afloat or in Dry Dock? yes. Name of Dock Deutsche Werke AG. Destined Voyage Baltic-America.

Capacity: Cell DBor DBa feet; uE&B feet; f feet  
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.

Previous Report, No. 1929 Port Bergen

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey Gal and Grounding-Damage-Repairs:

The vessel placed in dry-dock, the bottom cleaned, examined keel, stem, stem-post and outside plating found was 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 cleaned and coated satisfactory. — The double bottom tanks, deep tanks and peak tanks opened out, examined inside and found W.T. was examined washed in good condition. All double tanks, deep and peak tanks was 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	H	1/2	1/2	1/2	1/2	1/2	1/2

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessel
Decks	<u>yes</u>	<u>Good</u>	(State if on Feet) <u>1/2</u> Year
Working of Decks	<u>all new yes</u>	Engine Room Skylights	When put on, Mouth <u>1/2</u> Year
Stowings	<u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Rivings & Fastenings	<u>Good</u>	Scuppers	Masts, Yards, &c.
Outside Plating	<u>Good</u>	Cargo Hatchways	Condition, how ascertained <u>examined</u>
Breasthooks	<u>Good</u>	Hatches	(State if wedges removed) <u>1/2</u>
Transoms	<u>Good</u>	Planking of Wood Vessels	Sails <u>1/2</u>
Frames	<u>Good</u>	Caulking	Equipment letter <u>2</u>
Reverse Frames	<u>Good</u>	Treenails	Anchors, No. of <u>3 Bowen 15T</u>
Longitudinals	<u>Good</u>	Breasthooks & Stemson	Cables (State if now ranged) <u>was stated</u>
Transverses	<u>Good</u>	Transoms, Pointers, & Crutches ditto	„ length <u>270 ft</u> size <u>2 1/8</u>
Floors	<u>Good</u>	Timbers of Frame at openings ditto	„ Rule length <u>270 ft</u> size <u>2 1/8</u>
Keelsons	<u>Good</u>	Ditto ditto at other places ditto	Hawser & Warps <u>Complete</u>
Stringers	<u>Good</u>	Stringers, Clamps & Shelves ditto	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating	<u>Good</u>	Salting (State if examined.) ditto	

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. Kel. No. 1-28. — (To be removed from Spec. Reas. List)

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

Committee's Minute/ TUE. 4 SEP 1928

Character Assigned 100A1 Without Spl. Load  
With freeboard  
S.S. No. 1-28  
+ L.M.C. 7.28  
S.B.S. 7.28



10m.128.—Transfer Link. (True Surveys are requested not to write on or below the space for Committee's)

Is Certificate required? If so, to be sent to The Owners, &c.

2.5. No 1: Decks examined found in good order. Hatchways, trunks & patches in position, also Ventilators and openings on deck found satisfactory. - Anchor examined found 3 Bowers and 1 Kedge in order. Masts and Rigging with crews examined satisfactory. - Main steering gear with all connections, Grand gear, windlass, pumps, watertight doors, air sounding pipes with the doubling plates and general equipment found in good working condition and Freshboard marked on Ships sides as above. -

Repair & wear - Tear: Usual minor overhauling repairs were carried out.

Damage Repairs: Grounding at Laura near Bergen 6. Nov. 1927. -

On starboard side aft the keel plates No 2-3 and the A stroke plate No 2 was removed, faired and replaced. 4 bottom frames faired in place and a number of loose rivets renewed. - Repaired parts were tested and recoated now in good condition. -

The starboard Anchor and 135 fms of 2 1/8" Chain cables have been examined at Kiel, Dec. 1927 see Ham. Rept No 17787, <sup>equipment</sup> now in good order. -

*P. Hill*

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

**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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...															
	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.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
Iron Stream Chain } or Steel Wire... }													