

W332-0161 (1/3)

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Lloyd's Reg

LEITH.

14th June, 1920.

Charles Martell.

the Ministry of Shipping examine the steel twin screw  
"FRITZ" 1363 tons net. on 28th November 1919, and on subsequent  
dates as she lay in the Imperial wet and dry docks, Leith with  
a view to ascertaining the condition of the hull and machinery  
and to recommending such repairs as might be considered necessary  
to enable the vessel to run for a period of six months.

The survey was held in conjunction with the Horsk  
Veritas Surveyors, and the Managers representative.

est. ships papers produced, and record noted:-

and + 100 <sup>A</sup>/<sub>4</sub> (K) from October 1919.

Hamburg 30th October, 1919.

+ M.C. from October, 1919.

Hamburg 30th October, 1919.

Hull:- now done:- Vessel examined afloat, and in dry dock.

The bottom, and rudder all holds, tween decks, peaks, peak  
tanks, machinery space, and coal bunker examined. Double bottom  
water ballast and oil tanks opened up, examined internally and

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Lloyd's Register  
Foundation

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WHITTEN (72.)

100 A! Subject

JUL 22 1924

S.S. "PRITZ."

afterwards tested with peak tanks, liner boards lifted in hold, bilges examined and boards replaced. Coffers examined, bottom pump examined.

Decks, casings, hatchways, hatch covers, beams, ventilators, windows, steering gear and connections, air and sounding pipes, masts and rigging (from deck), anchors, chain cables- 270 fms. 2- and general equipment examined and found as follows viz:-

Bottom plating very rusty. The top plating of the tunnel after recess very rusty. Cargo battens fitted throughout in good condition, tank top and both tunnels sealed throughout.

Shell plating. Starboard side W 4 scored at after end.

Port side:- H 2.5 slightly indented H 11 set in.

G. 4 indented at fore end.

J. 10 set in at upper edge.

The fore peak tank top leaky under test on port side.

The tank side plating and margin brackets rusty.

The framing, beams, bulkheads, stringers, and decks throughout in good condition except as noted above.

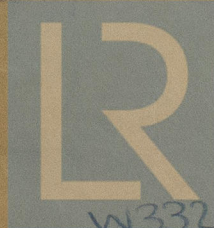
Machinery:- The port and starboard main, and auxiliary engines covered up throughout with the donkey boiler and its safety valves. The cylinders and covers pistons, fuel and scavenging valves, crank, thrust, tunnel and screw shafting, sea connections and fastenings, main and auxiliary compressors with shafting, coils and valves evaporator and coils, scavenging oil, bilge, and circulating pumps, and valves, filters and coolers, oil heaters and bilge direction boxes examined, and found as follows:-

The main compressor of the starboard main engine cracked through cylinder and casing side.

The white metal in the main bearing brasses and connecting rod bottom and brasses of the main engine slightly flaked, and oil channels not clear.

The piston packing and scraping rings of the main engine choked. The tube plate of one oil cooler buckled, and torn away from tubes.

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Lloyd's Register

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ter Assignment (75)

100 A! subject

JUL 22 1924

FR

S.S. "FRITZ."

Both sight doors at the back of the water drums of the  
Yarrow type donkey boiler, and the sight doors at the steam  
drum and port side water drum very slack.

In my opinion, so far as I could judge from the inspection  
of the vessel and her engines and boilers which have been  
examined, the vessel and her engines and boilers appear to be in  
a fit condition to run for a period of 3 months provided the  
following repairs be effected.

Provided:- Hull:-

The bottom plating, and top plating of the tunnel after  
cesses be recoated.

The fore peak tank top be caulked and made tight.

The bilges be recoated.

The steering chains be annealed.

Machinery:-

As a temporary repair and to avoid delay to the vessel,  
the cracks in the starboard engine main compressor be repaired  
by welding, if found practicable and be afterwards tested by  
water pressure, and that a new compressor be fitted as  
opportunity offers.

The white metal in the main bearing brasses and the connecting  
rod bottom end brasses of the main engine be scraped up, and the  
oil channels be cleared.

The piston packing and scraping rings of the main engines  
be refaced and made workable.

The defective oil cooler tube plate be renewed.

The slack doors of the donkey boiler be renewed.

The above repairs have been effected.

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SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



Lloyd's Register

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