

REPORT of SURVEY for REPAIRS, &c.

to of writing Report 27. 6. 1939 When handed in at Local Office 27. 6. 1939 Port of Bombay
 o. in Survey held at Bombay Date, First Survey 22. 5. 1939 Last Survey 3. 6. 1939
 Book. (No. of Visits 10)

6512 on the Wood, Iron or Steel s/s Wolfsburg
 TONNAGE:— Built at Wessermünde - G. By whom J. C. Tecklenburg A.G. When 1915
 ROSS 6201 Owners Deutsche Dampfschiffahrts-Gesellschaft Owners' Address
 NDER DK 5685 Managers Port belonging to Foremen.
 ET 3827

Surveyed Afloat or in Dry Dock? Both Name of Dock Hughes Drydock Destined Voyage Continent.

B=CellDBorDBa feet; uE&B feet; f feet
 tal 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 675 Port Adn

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.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 - 10.38		LMC
		MS 12.36
		BS 2.39
S.S. Bmn. No. 3-8.28		TSC 10.38
S.S. Ham. No. 2-36		

Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. 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.

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 ft. ins.

Was a damage report made by anyone else? If so, by whom? G. Richardson for Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged due to grounding in the Red Sea on March 22nd 1939. Temporary repairs were carried out at Aden.

Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Hatches, coamings, ventilators and girders examined.

Damage repairs—

Shell plates B 2 & C 3 port renewed and C 2 cropped and partly renewed. C 4 & 5 and D 3 & 4 port released and faired in place. H 3 & 4 starboard faired in place where locally indented.

5 Shipside frames on the port side and their bidge brackets renewed and 3 tank margin lugs renewed and 1 faired in place. 4 tank margin lugs.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	///	5						
Removed and Faired or Repaired	///							
Faired or Repaired in place	///							

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside No	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt).
Caulking of Decks	State if Tanks now tested No	Dblng. Plates under Sounding Pipes	When put on, Month Year
Coamings	Bulkheads	Engine Room Skylights	Boats
Beams & Fastenings	Ceiling	Oil Bunkers	Masts, &c.
Outside Plating	Cement or Asphalt (State which.)	Scuppers	Condition, how ascertained from deck.
" " in way of sidelights	Rudder	Cargo Hatchways	(State if wedges removed)
Breasthooks	Steering gear and its connections	Hatches	Sails
Transoms	Windlass	Planking of Wood Vessels	Equipment letter d.t.
Frames	Have pumps now been examined and found efficient?	Caulking ditto	Anchors, No. of 3/8. 15.
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Treenails ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stenson ditto	Cables (State if now ranged) No
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches ditto	" length (on board) mean diamr.
Floors		Timbers of Frame at openings ditto	" Rule length size
Keelsons		Ditto Ditto at other places ditto	Hawser & Warps
Stringers		Stringers, Clamps & Shells ditto	Standing Rigging
Inner Bottom Plating		Salting (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, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of Survey, Bom. 6.39
 Vessels name to be removed from Special Reasons List.

Survey Fee (per Section 20) Condition	Rs 125/-	Fees applied for.	27. 6. 1939
Special Damage Fee (if any) (per Sec. 20)	Rs 350/-	Received by me.	19
Travelling Expenses (if chargeable)	Rs 10/-		
Second Surveyor's Fee (if any)	Rs 48/-		

Committee's Minute Inchn FRI 4 AUG 1939

Character Assigned

55.39
 note Bom

L. Southwell

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W 418-0128112

t of Bombay

Continuation of Report No. 5992 dated 27. 6. 1939 on the

s/s Wolfsburg.

gusset plates removed, faired and refitted and 1 side stringer
stripping bracket faired in place.

Forward end of the port bidge keel faired in place.

Shell repairs hose tested and No. 1 tank and the fore
peak tank afterwards tested and made tight.

As No. 1 hold had been completely flooded, the tank
top and star ceiling was made good and the hold was cleaned and
recoated throughout.

Bidge pipes partly renewed.

A damage report was issued by Messrs. Ericson
& Richards, the Underwriters representatives.

H. L. Thwistle

RETAIN



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Lloyd's Register

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