

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8 April 1915 When handed in at Local Office

Port of Amsterdam

No. in
Reg. Book.

Survey held at Amsterdam

Date, First Survey 26 February Last Survey 29 March 1915

(No. of Visits 21)

2240 on the Wood, Iron or Steel S.S. Vranten

Master Nil. Lund

TONNAGE:—

GROSS 2359

UNDER DECK 2194

NET 1381

Built at Hunderland

By whom H. Thompson & Co. Ltd When 1906 - 9.

Owners Hederikht. Lulea Götter

Port belonging to Stockholm

Owners' Address Stockholm
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock drydock No. 2. Destined Voyage Baltic

WB=CellDBorDBa 90 feet; uE&B 36 feet; f 124 feet;
total capacity 688 tons. FPT 38 tons; APT 38 tons; MT 38 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 inside 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.

Last Report, No. 9984 Port Gm

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.	Years Assigned Estimated.	Machinery and Boiler Surveys (including date of N.E., if any).
100A1	9-13.	MS 1-15 BS 9-14 TS 1-15
100A1	10-10	

Society's Freeboard (if assigned) as painted on Ship and now verified

In 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 why they were declined? Yes, Copy attached Was a damage report made by anyone else? If so, by whom? J. J. Vanden Andel

REPAIRS, OR EXAMINATION AS PER RULE, FOR Valuation, damage Survey and Repairs, Completion Sp Survey No. 2 as per Secretary's Letter H dated 5 March 1915.

This vessel struck a mine on the 25 February whilst crossing the North Sea on her last passage from Rotterdam to the United Kingdom and subsequently towed into Gmuiden for Port of Refuge with forepeak and No. 1 hold full of water.

Vessel having been placed in the drydock at this Port, the shell plating on SB from margin plate to hold stringer over a length of + 16 feet was found blown to pieces and some parts pierced through Port deck plating & sheer strake.

The following damages have been found and efficiently repaired.

SUMMARY OF DAMAGE REPAIRS:—				Plates.	Frames.	INTER-MEDIATE FRAMES.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...	...	...	16	13	16	1	4	3	1	One margin plate & shell plating, 4 beams
Removed and Fair'd or Repaired	...	...	...	1			1	2	2	1	Rest of 4 beams, 2 tanks, 1 tank top
Fair'd or Repaired in place	...	...	...	1				1	1	1	Rest of 4 beams, 2 tanks, 1 tank top

PRESENT CONDITION OF THE		Stringers	good	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	Paint
Inner Bottom Plating	good	State if Tanks have been examined inside	Yes	Engine Room Skylights	good	(State if on felt.)	
State if Tanks now tested	tested tight	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	When put on, Month	3
Ceiling	good	Cement or Asphalt (State which.)	Cement	Scuppers	good	Year	15
Rudder	good	Steering gear and its connections	good	Cargo Hatchways	good	Boats	good
Windlass	good	Windlass	good	Hatches	good	Masts, Yards, &c.	good
Have Pumps now been examined and found efficient?	Yes	Have Sluice Valves now been examined and found efficient?	Yes	Planking of Wood Vessels	good	Condition, how ascertained	from deck
Have Watertight Doors now been examined and found efficient?	Yes	Have Watertight Doors now been examined and found efficient?	Yes	Caulking	ditto	(State if wedges removed)	Yes
				Treenails	ditto	Sails	Efficient
				Breasthooks & Stemson	ditto	Equipment letter	T
				Transoms, Pointers, & Crutches	ditto	Anchors, No. of	5
				Timbers of Frame at openings	ditto	Cables (State if now ranged)	Yes
				Ditto ditto at other places	ditto	„ length	240
				Stringers, Clamps & Shells	ditto	(on board)	1 1/4
				Salting (State if examined.)	ditto	„ Rule length	240
						„	1 1/4
						Hawser & Warps	Complete
						Standing & Running Rigging	good

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, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and pnd11, &c."

The repairs to this vessel have been carried out in a satisfactory manner and the requirements for Sp Surv No. 2 fully complied with. She is in our opinion eligible to remain as Classed with fresh record of Survey and notation S.S. Ams No. 2 - 1915

Survey Fee (per Section 28)	10.-	Fees applied for,	March 1915.
Special Damage or Repair Fee (if any) (per Sec. 28)	250.00	Received by me,	March 1915.
Travelling Expenses (if chargeable)	10		
Second Surveyor's Fee (if any)	2		

Committee's Minute

FRI. APR. 16. 1915

Character Assigned

100 A1

ss. No. 2-15. BS 3/15.

Surveyor to Lloyd's Register of British & Foreign Shipping.

L

© 2020

Lloyd's Register
Foundation

W438-0063 1/2

F Nos 2 & 3. F Nos 2 & 3 Ck=2.

Removed, paired & replaced C N = 2.

aired in place G N: 3.

PS Shellplate renewed N:2 in L stroke (sheer stroke)

paired in place. Stroke N=3.

SB framing counting from stem, in forepeak no 4, 8 & 9 partly renewed
properly scarphed & compressed with inner strop

And \square Bar of frame section riveted to frame & shell plate

Collision BH double frames partly renewed.

In 2" x 4" frames Nos 11, 12, 13, 14, 15, 16 & 17 renewed, 14

intermediate (i.e) frames removed.

PS framing Nos 15 & 17 partly renewed, No 20 joined in place, two intermediate frames renewed.

Beams in forepeak No. 4 parting beam fixed in place and one bracket renewed

~~d. N=1 hold, main deck beam N=24 removed, joined~~

and replaced, Parting beams on frames Nos 12-14-16 & 1

with angles and brackets, a girder under maindeck

beams with bracket & one beam knee renewed, two

Small bulb bears tem. fair & repl

Stringers main deck stringer plate on P.S. No. 1 removed. On S.B. in fore peak two side stringers with angle connections to Collision B.H. removed, faired and replaced.

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

Number of Certificate.	Anchors. #	WEIGHT, BY STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested as Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

[illegible]

Stringers in N-1 hold on SB. two side stringers plates and pan
stringer with angles, 31 Shell Bars and 31 Lugs come
from brackets under panting stringers ditto

d' d' on P.S. One side stringer plate with angle, 12 shell base and 12 lugs renewed. One side stringer plate fair in place.

Double bottom. #1 margin plate with shellbar, 4 frame brack
double angle connections to margin plate and 4
gussets to tank top renewed. two tank top plates removed

paired & replaced.

Decks No. 9 and 11 removed, paired & replaced. Collision BH floor and two intercostals renewed.

Collision bulkhead, three plates, two horizontal & one vertical stiffeners with brackets renewed, One plate & one vertical stiffener with two brackets rem. fair & repl and two stiffeners joined in place.

4 Hold pillars two of 6" One of 3 1/2" One of 3" and two of 2 1/2" Removed, fair & kept, two ditto for hold ladders Removed. In 4:2 hold One pillar rem. fair & kept

Deck plating on P.S. tie plate along H-1 hatchway removed, one deck plate and a doubling removed joined and replaced side

Coamings No. 1 hatchway with two brackets and one deck plate
paired in place. Shifting beam No. 1 hatch renewed.

Ceiling in all holds removed for cleaning, painting and testing purposes and renewed where necessary.

Holds and tank bottoms, air & sounding pipes and ventilators of Nos 1 & 2 holds repaired and made good. Watches of No 1 & 2 hatchways partly renewed & repaired.

Chain cables changed & examined, Windlass No. 1 Steam winch and
piping arrangement in fore deck & forecastle deck thoroughly over-
hauled and repaired.

Examined double bottom from fore to aft in & externally and tested same under hydraulic pressure with satisfactory results.

Engine seat & boiler bearers good. Tanktops and all exposed iron work in holds and forepeak freed of dirt and oxidation properly cleaned and recoated

Tarpaulins of No 1 & 2 hatchways, two lifeboats with equipment complete. Signals lamps, Canvas covers and different parts of vessels inventory & stores including ropes & wires renewed. Compasses repaired & re-adjusted.

HULL
Hull Bottom Cleaned and Coated. Wudder lifted and Rebuilt.
Steering Engine & gear overhauled and Readjusted.

Completion Lys. Highway N^o 2.

As per Secretary's Letter H 5th of March 1915. Approved plans herewith. Entrance
Vessels $\frac{1}{2}$ deck coalbunkers have been cleared for inspection.

frames, beams, decks, Coamings, Hoods and Bulkheads found in a very good condition & newly Coated. Afterpeak tank ~~had~~ new

~~Cement work~~ All bays of No. 1 and No. 3 tank sealed and Cement washed now good. After peak tank tested as per Rules & found tight.

The repairs have been carried out in a satisfactory manner and

Requirements for U.S.N-2 complied with Vessel in my opinion Eligible
for a fresh record of Journey & notation U.S.N-2-1915. Copy damage report
submitted to U.S.N-2-1915. Copy damage report

Certificate of Seaworthiness handed in to Swedish Consulate. Copy Certificate of Seaworthiness handed over to Captain are hereto attached.
 5m.3.7.-T.