

16 MAR 1936

No. 2542

## REPORT of SURVEY for REPAIRS, &amp;c.

Writing Report 24<sup>th</sup> Feb. 1936, when handed in at Local Office

Port of PORT NATAL

Survey held at PORT NATAL

Date, First Survey 17<sup>th</sup> Feb. Last Survey 21<sup>st</sup> Feb. 1936

ok. on the Steel SC. "NORDLAND"

ONNAGE—

Built at

Kinghorn

By whom

Kinghorn S.B. Co. When 1921 5

S. 6559

Owners

Ruedorff Nordmark A.G.

Owners' Address

(if not already recorded in Appendix to Register Book)

BR DK. 6184

Managers

Port belonging to Hamburg

Laid on the Dry Dock?

Yes

Name of Dock

Destined Voyage *Mogadiscio*

Cell D Bop DBa

feet; uE&amp;B

feet; f

feet

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

Capacity tons. FPT

tons; APT

tons; MT

feet

tons.

NOTE.—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 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.

Report, No.

21939

Port

Hamburg

CHARACTER.

\* for Special Survey.

Date of last Survey and of Periodical Surveys.

+100.A.I.

11.34.

S.S. HAM. N°3-12.33

Machinery and Boiler

(including date of N.B., if any).

+L.M.C.12.33

B.S. 6.35

S.2.33.C.L.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose and to whom and why they were declined.

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

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

OR EXAMINATION AS PER RULE, FOR

Damage stated to have been sustained through heavy weather between the 3<sup>rd</sup> and 5<sup>th</sup> January 1936.  
About 40% of handrails and stanchions in way of N°5 Hatch on starboard side carried away.  
One Ventilator cover on forecabin lost overboard.  
2 Wire reel frames on forecabin badly broken & reels lost overboard.  
1 Wire reel and frame on forecabin distorted.  
Port side of N°5 D.B. Fresh water tank leaking in way of main inlet recess.  
Holding down bolts of steering engine reported to have become slack and tiller quadrant out of control.

P.T.O.

OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

red ...

red and Faired or Repaired ...

red or Repaired in place ...

CONDITION OF THE

Decks

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

on Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers, &amp; Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps &amp; Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month

Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

size

(on board)

Rule length

size

Hawser &amp; Warps

Standing and Running Rigging

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 ptd 24, &c."

This Vessel is eligible in my opinion to remain as classed, subject to the vessel being examined in a dry-dock at the first convenient opportunity.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

21/2/1936.

Received by me.

19.

Committee's Minute

Character Assigned

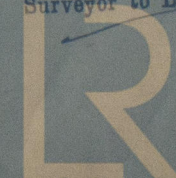
FRI. 27 MAR 1936

FRI. 12 JUN 1936

As none

Subject

C. J. H. Boyle  
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W487-00



In view of the Rudder having been out of control, it has been recommended that the Rudder and finches be examined when the vessel is dry-docked for the above repairs.

C. H. Bayle

## ANCHORS.

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

## CHAIN CABLES.

[illegible]