

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12th Dec 1935 When handed in at Local Office

Port of Hamburg

No. in
Reg. Book.

Survey held at Hamburg

Date, First Survey 9th Dec Last Survey 11th Dec 1935

30806 on the Wood, Iron or Steel SC NORDLAND ex Elsa Menzell-34 ex Inchaurren, ex Kinghorn

TONNAGE:-

Built at Kinghorn

By whom Kinghorn S.B. Co

When 1921-5

GROSS 6559

Owners Reederei Nordmark & G.

Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DK. 6184

Managers

Port belonging to Hamburg

NET 3996

Surveyed Afloat or in Dry Dock? in Dry Dock Name of Dock Howaldswerke Destined Voyage East Africa

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)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. 3946 Port Shi

(Periodical Surveys, when held, must be reported in detail and verbatim 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.

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 to whom and why they were declined not required

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

Copy of certificate attached

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition & Damage Repairs

Vessel placed in dry dock, the bottom keel and rudder cleaned, examined found or placed in good condition and coated.
Hatchways ventilator coamings, deck & general equipment examined and found in order.Damage stated to have been caused on the night of 18th & 19th Sept 1935 during heavy swell by a lighter while lying in Taku Bar Roads.

Side shell plating abreast No 2 hatchway found set in.

Repairs now effected:- On port side K 6 shell plate removed faired & replaced (plates numbered from forward) " " H 5 " " faired in place.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	✓	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	✓	State if Tanks now tested	no report	Dblg. Plates under Sounding Pipes	✓	(State if on Felt).	✓
Coamings	✓	Bulkheads	✓	Engine Room Skylights	good	When put on, Month	Year
Beams & Fastenings	✓	Ceiling	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Boats	good
Outside Plating	good	Cement or Asphalt	✓	Oil Bunkers	✓	Masts, Yards, &c.	✓
" " in way of sidelights	✓	(State which.)	✓	Scuppers	✓	Condition, how ascertained	from deck
Breasthooks	✓	Rudder	good	Cargo Hatchways	good	(State if wedges removed)	✓
Transoms	✓	Steering gear and its connections	✓	Hatches	✓	Sails	✓
Frames	✓	Windlass	✓	Planking of Wood Vessels	✓	Equipment letter	2+
Reverse Frames	✓	Have pumps now been examined and found efficient?	no	Caulking	ditto	Anchors, No. of	3B, 1S, 1K
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	no	Treenails	ditto	Chain Locker	✓
Transverses	✓	Have Watertight Doors now been examined and found efficient?	no	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	ditto	" length (on board)	stated complete
Keelsons	✓			Timbers of Frame at openings	ditto	" Rule length	size
Stringers	✓			Ditto Ditto at other places	ditto	Hawser & Warps	sufficient
Inner Bottom Plating	no report			Stringers, Clamps & Shells	ditto	Standing and 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, 1,24," 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 good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 12, 35.

Survey Fee (per Section 20)	£	✓	Fees applied for,	16.12.1935
Special Damage or Repair Fee (if any)	£	80.00	Received by me,	19
Travelling Expenses (if chargeable)	£	5.00		
Second Surveyor's Fee (if any)	£	✓		

FRI. 3 JAN 1936

Committee's Minute

Character Assigned

100H1 Without Spl. Cond.

Shell. Dk. with

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

W482-82524

Two frames in way of these plates faired in place
On completion of repairs shell plating hose tested & found
satisfactory

Special Reasons list

Special Reasons list
The vessel has been specially examined at this time for indented plating. With the exception of the indented side shell plating on the port side mentioned above, no indented plating has been found.

No 5 (fresh water) D.B. tank on the port side has been carefully tested under water pressure, including in way of sea inlet boxes which lie within this tank. Very slight leakage was observed at the vertical flange of the margin angle to shell. This angle has now been satisfactorily caulked. No other leakage was found at this tank, the pressure on the tank being maintained for a considerable period.

In view of the results of these examinations, it is submitted that these items be now deleted from the Special Reasons list.

R. B. S.

If Stockists, state Mechanical Tests

[illegible]

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

[illegible]

Iron Stream Chain
or Steel Wire...