

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21 OCT 1936

When handed in at Local Office 19 OCT 1936

No. in Reg. Book

Survey held at

EMDEN

Port of BREMEN

Date, First Survey 8th OCTLast Survey 8th OCT

1936

(No. of Visits ONE)

TONNAGE:

GROSS 8407 8285

Built at

BREMEN

By whom AKT. GEI. "WEJER"

YEAR

MONTH

When 1915

UNDER DEK 7922 7838

Owners

"ATLAS" REEDEREI AKT. GEI.

Owners' Address

(if not already recorded in Appendix to Register Book).

NET 5335 5215

Managers

Port belonging to EMDEN

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock

Destined Voyage NARVIK

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

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. 1826 Port BREMEN

(Periodical Surveys, when held, must be reported in detail and serially 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. 19 OCT 1936

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.

DAMAGE REPORT NOW

REQUESTED BY THE OWNERS. CERTIF. B ATTACHED. Was a damage report made by anyone else? If so, by whom? YES, BY UNDERWRITERS' SURV.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after encountering heavy weather.

Hull damage alleged sustained through vessel encountering heavy weather during the voyage from Narvik to London full laden with cargo of iron ore on the 16th and 17th September 1936. (See last Report Bremen no 1826)
At the request of the Owner representative examined the vessel afloat and found the repaired frames and stringer unaltered in good order, all rivets tight and the weldings good.

Repairs now done: Pattern made for a new middle side stringer with brackets in hold no 1 on starboard side, which being prepared now and will be fitted, as made on Port side, after vessel's returning from the present voyage to Narvik. This stringer is shown by sketch on Rpt no 1826 of Bremen.

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	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	Dblng. Plates under Sounding Pipes	(State if on Felt).
Coamings	Bulkheads	Engine Room Skylights	When put on, Month Year
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights.	Rudder	Scuppers	Condition, how ascertained
Breasthooks	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
Transoms	Windlass	Hatches	Sails
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	Cables (State if not ranged)
Floors		Transoms Pointers & Crutches ditto	" length mean diamr.
Keelsons		Timbers of Frames at openings ditto	(on board)
Stringers		Ditto Ditto at other places ditto	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting ditto	Standing and Running Rigging
		(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 appears to be in a sound and efficient condition, eligible in my opinion to remain as classed in the Reg. Book without fresh record of survey subject to starboard middle side stringer in hold no 1 being fitted as made on Port side after returning from the present voyage to Narvik.

Survey Fee (per Section 29) £

Fees applied for,

Special Damage or Repair Fee (if any) RM: 40,-

17. 10. 1936

Travelling Expenses (if chargeable) RM: 25,-

Received by me,

Second Surveyor's Fee (if any) £

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 30 OCT 1936

TUE 26 JAN 1937

Character Assigned

As now, subject

B.S. 9.36

Lloyd's Register Foundation

W496-0057