

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

Date of writing Report Apr 24 1934 When handed in at Local Office Apr 24 1934 Port of New YorkNo. in Survey held at Staten Island NY Date, First Survey Mar 29 Last Survey Mar 31 1934Reg. Book. 28741 on the Wood, Iron or Steel SS KARL LEONHARDT (No. of Visits 3)TONNAGE: Built at Kiel By whom Howaldswerke When 1913 MONTH 5GROSS 5150 Owners Leonhardt & Blumberg Owners' AddressUNDER DECK 4468 Managers Port belonging to Hamilton HamburgNET 2991Surveyed Afloat or in Dry Dock? Name of Dock Brewer DD Co Destined Voyage

WB=CellDBorDBa feet; uE&amp;B feet; f feet } Particulars of Classification (which must be inserted

Total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book &amp; 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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6749 Port Rhl

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.

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

Report attached

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

PAIRS, OR EXAMINATION AS PER RULE, FOR damage stated sustained by heavy weather

Feb 25<sup>th</sup> - 26<sup>th</sup> - 27<sup>th</sup> - 28<sup>th</sup> & March 1<sup>st</sup> 1934 voyage Philadelphia to San Pedro deMarion & on March 20<sup>th</sup> - 21<sup>st</sup> - 22<sup>nd</sup> 1934 voyage Port au Prince to Philadelphia,encountering heavy weather on Feb 24 1934 in the Delaware River, alsounknown damage & extension of damage of July 13<sup>th</sup> 1933.Damage consists of shell plates G4, H5 C10, str & E9 & D8 portfractured, shell plates G1, 2 & 3, indented & cut, shell plates G3, 4 & 5 H3 & H5,port side indented, keel butt straps open & leaking, part of main framesusing approx 100 rivets loose, deck plating in way of after tanks & No 1 & 2 forwardribbles, 1 plate fractured, a total of 196 cement boxes throughout vessel, madeby ship's crew to take care of numerous leaks. See continuation sheet

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

SENT CONDITION OF THE

see above

State if Tanks have been examined inside YesState if Tanks now tested NoBulkheads see aboveCeiling see aboveCement or Asphalt (State which) see above

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?

Bottom Plating

Dblg. Plates under Sounding Pipes

Engine Room Skylights

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

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks &amp; Stemson ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto Ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Keel).

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) No

" length (on board) size

" Rule length size

Hawser & Warps Good

Standing and Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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, &amp;c."

This vessel is eligible in our opinion to remain as classed, subject to permanent repair being effected

Survey Fee (per Section 20) \$150 : 00 :

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable) \$2 : 00 :

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned Deferred

NEW YORK APR 25 1934

Lloyd's Register of Shipping

TUE. 26 JUN 1934

TUE. 24 JUL 1934

W556-0022 1/2

247



New York

dated 24/4/34

S/S KARL. LEONHARDT

deep girders, brackets, bulkheads, buckles in way of Nos 1. 2. 3. 4. 5. 6 & 7 cargo tanks. Port stb, 1 bulkhead plate in way of No 6 tank port fractured, 1 bulkhead plate in way of No 5 tank stb fractured, 2 bulkhead plates in way of No 4 tank port side fractured, 3 bulkhead plates in way of No 2 tank port side fractured, 1 bulkhead plate in way of No 2 tank stb side fractured, several plates & brackets buckled in way of Nos 1 Port stb, No 3 stb, No 4 port, No 5 port & stb summer tanks, & other minor damages.

No repairs were carried out at this time, the vessel now being laid up.

In conjunction with Mr French, made a general examination of the vessel, and found the internal members & plating deteriorated to such an extent as to render the vessel unfit to carry cargo, until all defective parts are renewed. The shell is heavily scaled, and appears to be wasted. It is recommended that vessel be scaled & drilled to obtain actual thickness.

W.R.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

rm:—

here and when tested and  
Superintendent.

If Scaled, state Mechanical Tests

en and where tested and  
Superintendent.