

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *March 15th 1915* When handed in at Local Office *March 15th 1915* Port of *Philadelphia*
No. in Survey held at *Philadelphia* Date, First Survey *March 5th* Last Survey *March 14th 1915*
Reg. Book. *666* on the *Wood, Iron or Steel* *S.S. Hornum* Master *R. Bolling*
TONNAGE:— Built at *Sunderland* By whom *J. L. Thompson & Sons* When *1903*—
GROSS *2995* Owners *Drusgaard Kosteruds Dampsk. Selskab* Port belonging to *Drayman*
UNDER DK. *2445* Owners' Address *Norway*
NET *1925* If not already recorded in Appendix to Register Book.
Surveyed Afloat *in* Dry Dock? Name of Dock *Cramps* Destined Voyage *Cuba*

WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet 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 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. *2746* Port *Phl*

(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.)

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.	Year Assigned and now expired.	Machinery and Boiler Survey (including date of N.B., if any).
<i>+100 A1. #17 2-18 + LMC</i>		<i>M.S. 7-16</i>
<i>BS Reg. No. 7-16</i>		<i>BS. 2-17</i>
Society's Freeboard (if assigned) as painted on Ship and now verified }		ft. ins.

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? *None* Was a damage report made by anyone else? If so, by whom? *Condition and Repairs*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Bottom and Rudder cleaned examined and coated now all good.

Repairs Now Done

Rudder lifted and 5 loose bushes in gudgeons and the slack joints now renewed. Two indented shell plates 4th and 5th below sheerstrake port side amidships faired in place and several loose rivets in way of same renewed and all started caulking made good. Shell plate No. 1 on D strake all the rivets found to be defective now renewed. Defective rivets in Shell plates B1, C1, C2, D1, and E1, port side about 60 in all renewed. Defective rivets in Shell plates B1, D1, E1, F1 and F2 starboard side about 50 in all now renewed. Shoe plate fitted to Stem from 13 feet mark down about ten feet long, securely riveted, caulked and gunned with red lead.

SUMMARY OF DAMAGE REPAIRS:—	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	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Decks	<i>Good</i>	<i>Good</i>	When put on, Month Year
Caulking of Decks			Boats
Waterways			Masts, Yards, &c.
Coamings			Condition, how ascertained from deck
Beams & Fastenings			(State if wedges removed)
Outside Plating	<i>Good</i>		Sails
Caulking of ditto			Equipment letter
Rivets			Anchors, No. of <i>18 13 16</i>
Breasthooks & Crutches			Cables (State if now ranged)
Transoms			length size (on board)
Frames			Rule length size
Reverse Frames			Hawser & Warps
Floors			Standing & Running Rigging
Keelsons			

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is now in good and efficient condition eligible in my opinion to remain as classed +100 A1. and to have fresh record of survey 3-18. Subject to the 2c damaged shell plating port and starboard forward being repaired at the first convenient opportunity

Survey Fee (per Section 28)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	\$	40-00	:	10
Travelling Expenses (if chargeable)	\$	3-00	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	10

Committee's Minute *New York MAR 26 1915*

Character Assigned *100A1 subject TS 3.18.*

Surveyor to Lloyd's Register of Shipping.

FRI. 27 JUN. 1915

Lloyd's Register Foundation

W866-0130

(2) S.S. Hemrod
See Philadelphia Report N^o 2746

A new windlass cylinder and valve casing casting has now been placed on board and will be fitted later.

owing to shortage of labour and other causes nothing was done at this time to the indented shell plating forward port and starboard mentioned in the above report. Damaged plating examined and found to be efficient.

W. Watters

§ B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]