

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19<sup>th</sup> Dec. 1918. When handed in at Local Office 1918. Port of Copenhagen.

No. in Survey held at Elsinore. Date, First Survey 23<sup>rd</sup> Novbr. Last Survey 28<sup>th</sup> Novbr. 1918. (No. of Visits 3.) Master T. Basse.

409. on the Wood, Iron or Steel S. Sr. "Carmen". Built at Copenhagen By whom Kjöbenhavns Høved. & Skriv. When 1915 - 9. Owners Dampskibsselskabet Progress (Marius Nielsen & Søn) Port belonging to Copenhagen. TONNAGE:- GROSS 1206. UNDER DEK. 999. Owners' Address 736.

Surveyed Afloat or in Dry Dock? In dry dock Name of Dock Helsing's Jernst. & Skov. Destined Voyage. B=Cell DB=Deba 71 feet; uE&B 27 feet; f 100 feet; tal capacity 357 tons. FPT 19 tons; APT 18 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, and of the inner bottom plating, especially in the boiler space. Last Report, No. 5423 Port 6 pr.

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. Society's Freeboard (if assigned) as painted on Ship and now verified Tail shaft sea 6'17".

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? Services offered, not required. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

The vessel was captured by the Germans and taken from Cuxhafen to Swinemünde through the Kieler Canal where the vessel sustained damage in June 1918.

On examination found:-

On port side of after deck:- Two plates in main sheer, one main deck stringer angle, two bulwark plates, one length of main rail, three bulwark stanchions and one freeing port flab and Coaming indented and bent.

Now done:- Two plates in main sheer faired in place, one main deck stringer angle faired in place and riveted where required (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired	X							
Faired or Repaired in place	3.2							

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	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?	Dblng. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shells	Salting (State if examined.)	Copper, or Y.M. of Wood Vessels. (State if on Felt.) When put on, Month Year	Boats	Masts, Yards, &c.	Condition, how ascertained from deck. (State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length 195 fms. size 1 1/16" (on board) 240-210 size 1 1/16"	Hawser & Warps	Standing & Running Rigging
good	good.	Not exam.	No.	No.	good.	"	Not exam.	good	"	"	Not exam.	Not exam.	"	Not exam.	good.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	good.	good.	from deck.	No.	"	2 P. 1 S. 1 K.	No.	195 fms. size 1 1/16"	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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptd 15, &c."

Recommend the vessel to remain as classed and to have record of survey 11.18 subject to a bower anchor and 45 fathoms of chain cable being placed on board and compared with the certificate of tests together with the 60 fathoms already placed on board. -

Fee (per Section 28)	K. 154: 40	Fees applied for 19-12-1918
Damage or Repair Fee (if any) per Sec. 29	K. 40: 60	Received by me, 19
Shipping Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Committee's Minute 14th Feb. 1919

Character Assigned 10001

Surveyor to Lloyd's Register of Shipping.

FRI. 26 FEB. 1919

Lloyd's Register Foundation

W936-0053



The decks in way of damage tested after completion of repairs and found tight.

Damage.

On examination found:- The lower part of rudder plate and the four lower rudder arms bent. One length of bilge keel on starboard side bent and several rivets in bilge keel on both sides started.

The rudder disconnected, the rudder plate cut adrift and  
faired, the four bent arms faired, the rudder plate  
re-riveted and the rudder replaced, all coupling bolts  
renewed. The steering rods overhauled and placed in  
order. The bent length of bilge keel cut out, faired  
and replaced and started rivets in bilge keel on both

## ANCHORS.

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

## CHAIN CABLES.

sides renewed.

Equipment (See letter H 19-11-18).

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