

27 JAN 1947

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21-1-1947 When handed in at Local Office 19 Port of GRONINGEN.

No. in Survey held at Delfzijl & Appingedam Date, First Survey 23-1-46 Last Survey 15-1-1947.
Reg. Book. on the ~~Wood, Iron or Steel~~ Motorvessel "ARBO" (No. of Visits 8)54585 TONNAGE:— Built at Waterhuizen By whom N.V.Gebr.v.Diepen's Schw. When 1933
GROSS 200 Owners Mr. J. de Boer Owners' Address Delfzijl
UNDER DK. 150 Managers Port belonging to
NET 126

Surveyed Afloat or in Dry Dock? yes Name of Dock Niestern's Slipway Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT 20 tons; APT 9 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. Port

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S.No.3.(Classification) and Damage Repairs.

The vessel's requisitioning by the Germans now being terminated the vessel placed on slipway in order to carry out damage repairs for which no cause could be stated: Keel plate No.2 (counted from aft.) renewed on starboard side (counted from forward). D-strake plates No.2 & 3 faired in place. In A-strake No. 3 echo sounding apparatus removed and spigot holes fitted with doubling plate. A number of leaking rivets in bottom forward and wasted rivets in seam of bilge strake on port and starboard side renewed. All hatchbeams in hatchways renewed. A few minor repairs have been carried out.

S.S.No.3.(Classification). The vessel has been placed on slipway, bottom and rudder cleaned, shellplating drilled, found in good condition and recoated. Forecastle, Bridge and Poopspace, hold, fore- and afterpeaks, engine room cleared and cleaned for examination. p.t.o.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1							
Removed and Faired or Repaired								
Faired or Repaired in place	2							

PRESENT CONDITION OF THE									
Decks	good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	—		
Caulking of Decks	good	State if Tanks now tested	yes	Engine Room Skylights	good	(State if on Felt).	—		
Coamings	good	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	When put on, Month	—		
Beams & Fastenings	good	Ceiling	good	Scuppers	good	Boats	good		
Outside Plating	good	Cement or Asphalt coated with oil	good	Cargo Hatchways	good	Masts, Yards, &c.	good		
Breasthooks	good	(State which.)	good	Hatches	good	Condition, how ascertained	aloft		
Transoms	good	Rudder	good	Planking of Wood Vessels	—	(State if wedges removed)	no wedges		
Frames	good	Steering gear and its connections	good	Caulking	ditto	Sails	—		
Reverse Frames	good	Windlass	good	Treenails	ditto	Equipment letter	Ⓒ "1"		
Longitudinals	—	Have Pumps now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Anchors, No. of	2 Bowers, one stream- and one kedge		
Transverses	—	Have Sluice Valves now been examined and found efficient?	—	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	—		
Floors	good	Have Watertight Doors now been examined and found efficient?	—	Timbers of Frame at openings	ditto	" length	225 M. size 20 mm		
Keelsons	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Ditto ditto at other places	ditto	" Rule length	250 M. size 20 mm		
Stringers	good			Stringers, Clamps & Shelves	ditto	Hawser & Warps	sufficient		
Inner Bottom Plating	—			Salting (State if examined.)	ditto	Standing and Running Rigging	efficient		

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 is in a good and efficient condition and in my opinion eligible to be classed

100A1 "Coasting Service" with the notation S.S.1-47. in the Register Book.

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£1. 100.--	:	:	21-1-1947.
Travelling Expenses (if chargeable)	£1. 36.--	:	:	Received by me.
Second Surveyor's Fee (if any)	£	:	:	19.

Committee's Minute

Character Assigned

FRI. 21 FEB 1947

See En 1950

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002024-002037-0208

P. H. Wichmann

ANCHORS.

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

CHAIN CABLES.

[illegible]

P—If this Report is sent by Copying Press, especial care must be taken that the copying paper is not so much warped as to space one line.