

rded and a List of

7 AUG 1948

OK

Rpt. 8.

(Received at London Office _____)

No. 24864

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30/11/48 19... When handed in at Local Office 5.8. 19... 48 Port of ANTWERP
 No. in Survey held at ANTWERP Date, First Survey 3rd March 1948 Last Survey 2nd July 1948
 Reg. Book. 25216 on the Wood, Iron or Steel S.S. "JACQUES-MARIE" (EX. (GERMAN "HARALD")) (No. of Visits 30)

TONNAGE: Built at HAMBURG By whom SCHIFFSW (V J & SCH) A.G. When 1921 YEAR. MONTH.
 GROSS 1066.78 Owners REEDERIJ A. VLOEBERGH'S Owners' Address 209 AVE. D'ITALIE ANTWERP.
 UNDER DK 833.68 Managers ✓ Port belonging to ANTWERP
 NET 585.80

Surveyed Afloat or in Dry Dock? BOTH Name of Dock CITY DRY DOCK, ANTWERP. Destined Voyage ✓

Cell D Bor DBa _____ feet; uE & B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.
 Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. _____ Port _____

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 ✓

Society's Freeboard (if assigned) as 310 7/8 in. painted on Ship and now verified ✓

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY WITH A VIEW TO CLASSIFICATION IN THE R.B.
FREEBOARD SURVEY FOR THE ASSIGNMENT OF LOADLINES & VERIFICATION OF SCANTLINGS.

(THIS VESSEL WAS FORMERLY CLASSED WITH GERMANISCHER LLOYD.)

NOW DONE: Ship placed in dry dock, shell plating and rudder cleaned, examined and coated (last seen in drydock 9th April 1948)

EXAMINED:—all holds, decks, 'tween decks, engine and boiler spaces, under engines and boilers, bunkers, ash shoots, anchors & cables, chain locker, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, all D.B. tanks internally, plating under sidelights, masts (no wedges), rigging, hatchways, covers, supports, tarpaulins, cleats and battening arrangements (P.T.O)

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed ... | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place ... | | | | | | | | |

| PRESENT CONDITION OF THE | | Bulkheads | | Engine Room Skylights | | Copper, or Y.M. | |
|--|------|--|------|-------------------------------------|------|--|---------------------|
| Decks | GOOD | | GOOD | | GOOD | | (State if on Felt.) |
| Caulking of Decks | GOOD | Ceiling | GOOD | Coal Bunkers, Openings, Covers, &c. | GOOD | When fitted | Month Year |
| Coamings | GOOD | Cement or Asphalt | | Oil Bunkers | ✓ | | |
| Beams & Fastenings | GOOD | Rudder | GOOD | Scuppers | GOOD | Boats | GOOD |
| Outside Plating | GOOD | Steering gear and its connections | GOOD | Cargo Hatchways | GOOD | Masts, Yards, &c. | GOOD |
| " " in way of sidelights | GOOD | Windlass | GOOD | Hatches | GOOD | Condition, how ascertained | BY EXAM? NONE |
| Frames | GOOD | Have pumps been examined and found efficient? | YES. | Planking | | (State if wedges removed.) | |
| Reverse Frames | GOOD | Have Sluice Valves been examined and found efficient? | NONE | Caulking | | Equipment letter | N |
| Longitudinals | ✓ | Have Watertight Doors been examined and found efficient? | YES. | Treenails | | Anchors, No. of | 3 B - 1 S. |
| Transverses | ✓ | Have Ventilators and their Coamings been examined and found efficient? | YES. | Breasthooks & Stemson | | Cables (State if now ranged) | YES |
| Floors | GOOD | Air and Sounding Pipes | GOOD | Transoms, Pointers & Crutches | | " length <u>223</u> mean diamr. <u>1 9/16"</u> | |
| Keelsons | GOOD | Doubling Plates under Sounding Pipes | GOOD | Timbers of Frame at openings | | " Rule length <u>210</u> size <u>1 8/16"</u> | |
| Stringers | GOOD | | | " " at other places | | Chain Locker | GOOD |
| Inner Bottom Plating | GOOD | | | Stringers, Clamps & Shelves | | Hawsers & Warps | (GOOD) SUFFICIENT |
| Have the Tanks been examined internally? | YES | | | Sanding | | Standing and Running Rigging | GOOD |
| Have the Tanks been tested? | YES | | | State if examined. | | Sails | ✓ |

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, as now seen, is in an efficient condition, and eligible in our opinion to have the class contemplated (100A1) with record of drydocking 4, 48 and to have the notation of S.S. Ant-7,48(Dr.)

| | | | |
|---|----------|----------------|-------------------|
| Survey Fee (per Section 29) | Classif. | Frs. : 27555.- | Fees applied for, |
| Special Damage or Repair Fee (if any) (per Sec. 29) | | Frs. : 4240.- | 5.8. 1948 |
| Travelling Expenses (if chargeable) | | Frs. : 3000.- | Received by me, |
| Freeboard assignment | | Frs. : 6000.- | 19 |
| Second Surveyor's Fee (if any) | | | |

R. Roscoe and J. J. J. J. J.
 Surveyors to Lloyd's Register of Shipping

FRI. 24 SEP 1948

Committee's Minute _____
 Character Assigned See minute on F.E. Rep.



Is Certificate required? If so, to be sent to Antwerp office

SPECIAL SURVEY (CONTINUED); EXAMINED:- Ventilators, Air and sounding pipes, steering gear, windlass, pumps, W.T. doors, General equipment and freeboard.

Spaces cleared and cleaned and ceiling removed as required for examination of structure.

Shell plating thicknesses ascertained for results see attached drilling sheet.

TESTED: All D.B. tanks and Fore and After peak tanks.

REPAIRS (WEAR & TEAR.) Shell plate Distrake N^o 2 (S.S) cropped and part renewed, about 1000 scattered shell rivets renewed.

FRAMING: IN N^o 1 HOLD: 6 in N^o Frames faired in place (standing flange)

IN N^o 3 HOLD: 4 in N^o Frames cropped and part renewed

3 in N^o Frames fitted with new Reverse angles

11 in N^o Frames faired in place (standing flanges.)

IN WAY OF BRIDGE 'TWEEN DECKS:- 25 in N^o Frames cropped & part renewed

IN WAY OF SIDE BUNKERS:- 12 in N^o Frames fitted with Reverse angles

DECK PLATING:- 2 stringer plates on quarter deck doubled

4 deck plates on Main deck in bunker 'tween dk. Renewed

about 1300 deck plating rivets renewed.

D.B. TANKS: 2 in N^o tank top plates in way of E.R. (P.S.) renewed

FORE PEAK TANK: Tank top plating completely renewed

HATCHWAYS: Coamings of 4 trimming hatches in Bridge 'tween spaces raised to 9" high above main deck.

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

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|--------------------------|-------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | |
| | 1st Bower | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective Weight | | | | | | | | | | | | | | | |
| | Stream..... | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | |

PLEASE SEE FIRST ENTRY REPORT, ATTACHED FOR PARTICULARS OF ANCHORS.

If Patent state name of Patent.

If Stocked, state Mechanical Test.

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

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and size per rule. | | Description. | Makers of Cables. | Where and when tested and Superintendent. |
|------------------------|---------------------------|-------|-----------------------|-----------|------------------------|-----------------|---------------------------|-------|--------------|-------------------|---|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Fathoms. | Ins. | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
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PLEASE SEE FIRST ENTRY REPORT, ATTACHED FOR PARTICULARS OF CHAINS.

BOILER COLLISION CHOCKS: both forward chocks renewed.

STEERING GEAR:- all steering chains overhauled, repaired as necessary and satisfactorily tested

RIGGING:- all Lower rigging stays on Fore & After masts.

RUDDER:- all pintles and bushes renewed.

All necessary fittings as required by regulations for the carriage of timber cargoes on deck, have been fitted

A number of minor repairs were also carried out at this time.

N.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

