

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR OCCASIONAL SURVEY				
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	No	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	No			
Ventilator coamings, skylights, companionways and closing appliances	No	Fresh Water Tanks	No	No
Holds No. 5 Lower (Part)	Yes	Deep Tanks	No	
		Oil Fuel Bunkers and Settling Tanks	No	No
'Tween Decks	No	Side Tanks	No	No
		Wing Tanks	No	No
Fore Peak Spaces	No	Other Tanks	No	No
After " "	No	Cargo Tanks (Tankers)	No	No
Engine Space	No			
Boiler "	No	Cofferdams	No	No
Under Engines and Boilers	No	Pump Rooms	No	No
Tunnel and Well	No			
Coal Bunkers	No			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?	No	
		Have Struts in Cargo Tanks (of Tankers) been removed?	No	
		Have Tanks been Retested as necessary after completion of any Repairs?	No	

Have the spaces now surveyed been cleared and cleaned as necessary? No

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? No If so, state which No

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating Port No. 5 Hold Yes	Ceiling and Cargo Battens Not exd.	Sluice Valves examined and found Not exd.
" " in way of side scuttles Not examined	Cement or Asphalt "	Air and Sounding Pipes "
Rudder and Sternframe "	Cargo and other Hatchways "	Doubling Plates under Sounding Pipes "
Decks Upper Dk. Aft Yes	Hatches and closing appliances "	Masts and Rigging examined and found "
Superstructures and their closing appliances Not exd.	Ventilators, their coamings "	Condition, how ascertained "
Coamings and Casings "	and closing appliances "	(State if wedges removed) "
Beams and Fastenings "	Companionways and Skylights "	Chain Locker "
Frames Port No. 5 Hold Yes	Shell Openings "	EQUIPMENT
Reverse Frames Not exd.	Ash Shoots "	Equipment Letter -
Longitudinals None	Overboard Discharges and Scuppers "	Anchors, No. of - Condition -
Transverses "	Freeing ports "	Cables (State if now ranged and examined) No
Floors Not exd.	Steering Gear (Main and Auxiliary) examined and found Efficient	" length - mean diam. -
Keelsons "	Windlass examined and found Not exd.	" (on board) - Size -
Stringers "	Pumps " " " "	" Rule Length -
Inner Bottom Plating "	W.T. Doors " " " "	Hawsers and Warps Not exd.
Bulkheads and Tunnel "		State if any Anchors or Chain Cable have No
		now been supplied or retested, if so,
		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Nil See Below

REMARKS, REPAIRS, Etc. (Contd.)

STEERING GEAR (Rod and Chain):— The forward sheave block (port side) at aft end of Bridge House, broken on upper lip (cast iron) and this was stated caused by the use of oversize chain (1½" dia. in lieu of 1 3/8" dia).

TEMPORARY REPAIRS:— The edge of the upper lip completely removed and a fabricated mild steel upper lip fitted, efficiently stiffened and secured to top side of sheave to allow chain to run smooth.

It was recommended that the sheave block be completely renewed at the dry docking referred to above. The Owners state that arrangements will be made to supply suitable chain at that time.

S.R.L.:— Nil.

Survey Fee £ 20- 0- 0
Late attend. £ 6- 0- 0
Special Damage or Repair Fee (if any)
Sunday att. £ 8- 0- 0
Travelling Expenses (if chargeable) £ 2- 0- 0

Second Surveyor's Fee (if any)
Date when A/c. Rendered

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