

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th July 53 When handed in at Local Office 19 Port of HAMBURG  
 No. in Reg. Book 55323 Survey held at HAMBURG Date, First Survey 3rd June Last Survey 3rd July 19 53  
 on the XXXXXX Steel S.S. "DELFSHAVEN" (No. of Visits 18)

TONNAGE: — Built at South Shields By whom J. Readhead & Sons Ltd. When 1942 MONTH 7  
 GROSS 7036 Owners N.V. Gebr. Van Uden's Scheepv. en Owners' Address —  
 UNDER DK. 6579 Argentuur Maats. (If not already recorded in Appendix to Register Book)  
 NET 4933 Managers — Port belonging to Rotterdam

Surveyed Afloat or in Dry Dock? Both Name of Dock Howaldtswerke A.G. Destined Voyage —  
 Cell DBor 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.

now Last Report, No. 35664 Port ROT

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

no damage

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, CONVERSION TO THE BURNING OF OIL FUEL, WEAR AND TEAR  
REPAIRS.

NOW DONE: —

Vessel placed in drydock.

Shellplating, sternframe and rudder cleaned, examined and coated.

Vessel undocked on 13th June, 1953.

Examined:

Decks, hatchways with their closing and securing appliances, ventilator coamings and covers, steering gear, windlass and casings.

Generally examined holds, tween decks, masts, riggings and general equipment.

NOW DONE FOR CONVERSION TO BURNING OF OIL FUEL: — The oil fuel is carried in double 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 Fair'd or Repaired								
Fair'd or Repaired in place ..								

## PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>—</u> (State if on Felt.)
Caulking of Decks <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>—</u>	When fitted, Month <u>—</u> Year <u>—</u>
Coamings <u>good</u>	Cement or Asphalt <u>good</u>	Oil Bunkers <u>good</u>	Boats <u>good</u>
Beams & Fastenings <u>when exam good</u>	Rudder <u>good</u>	Scuppers <u>—</u>	Masts, Yards, &c. <u>good</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from Clerk</u> (State if wedges removed.)
" " in way of sidelights <u>—</u>	Windlass <u>good</u>	Hatches <u>good</u>	Equipment letter <u>A +</u>
Frames <u>good</u>	Have pumps been examined and found efficient? <u>—</u>	Planking <u>—</u>	Anchors, No. of <u>3B + 1S</u>
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	Caulking <u>—</u>	Cables (State if now ranged) <u>ranged</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Treenails <u>—</u>	" length <u>270</u> mean diam. <u>2 1/16</u> (on board.)
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>—</u>	" Rule length <u>270</u> size <u>2 5/16</u>
Floors <u>when exam. good</u>	Air and Sounding Pipes <u>when exam. good</u>	Transoms, Pointers & Crutches <u>—</u>	Chain Locker <u>good</u>
Keelsons <u>—</u>	Doubling Plates under Sounding Pipes <u>yes</u>	Timbers of Frame at openings <u>—</u>	Hawser & Warps <u>efficient</u>
Stringers <u>good</u>		" " at other places <u>—</u>	Standing and Running Riggings <u>sufficient</u>
Inner Bottom Plating <u>when exam. good</u>		Stringers, Clamps & Shelves <u>—</u>	Sails <u>—</u>
Have the Tanks been examined internally? <u>partly</u>		Siding <u>—</u> (State if examined)	
Have the Tanks been tested? <u>yes (see Report)</u>			

## 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, 1,33," or "to remain as classed and to have record of survey, 1,33, and the notations of ss No. 1-38."

This vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Survey 6,53 and to have the notation of "Fitted for oil fuel 7,53 F.P. above 150°F."

Survey Fee (per Section 23) <u>Condition</u>	£ 10 : 0 : 0	Fees applied for, <u>den. 29/7</u>
oil fuel conversion	£ 50 : 0 : 0	
Special Repairs or Repair Fee (if any) (per Sec. 23)	£ 15 : 0 : 0	
Travelling Expenses (if chargeable)	£ 6 : 0 : 0	
Second Surveyor's Fee (if any)	£ : : :	

Committee's Minute

Character Assigned

Note + write Ham

6,53 Ham

BS 7,53

Fitted for oil fuel 7,53 F.P. above 150°F

Surveyor to Lloyd's Register of Shipping.

F. W. Miller

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