

(Received at London Office.....)

No. 16744

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 7th November 47 When handed in at Local Office 19..... Port of BRISTOL
Survey held at Bristol Date, First Survey 17th July Last Survey 23rd October, 19 47
(No. of Visits 20)
on the ~~Blackburn~~ Steel Sc. "ZENT"
Tonnage: Built at Landskrona By whom Oresundsvarvet Aktiebolag When 1938
3072 Owners Elders & Fyffes Ltd. Owners' Address - -
DK 2615 Managers - - (If not already recorded in Appendix to Register Book).
1758 Port belonging to London

ed Afloat or in Dry Dock? Both Name of Dock Royal Edward Destined Voyage - -
for DBa. feet; uE & B. feet; f. feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Only alterations in the existing records of tanks should be inserted.
B. All alterations in the existing records should be underlined.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

age 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

OIL ENGINES

CONTINUOUS SURVEY

Was a damage report made by anyone else? if so, by whom? Yes. U/W's Surveyor.

RS, OR EXAMINATION AS PER RULE, FOR Special Survey (B) Classification and repairs to damage stated to been sustained through an outbreak of fire on the 30th December, 1946.

al Survey: Vessel in dry dock, shell plating and rudder cleaned and examined and finally ed. Insulation in way of inner bottom plating removed as required and plating examined. rs and hatches removed. The steel work exposed for examination throughout with the exception rward insulated spaces where the insulation was removed as found necessary. Engine room spaces ned. It was not considered necessary for test holes to be drilled in any part of the structure ng of inner surface of bottom plating tested by beating and found sound and adhering sfactorily. Double bottom and peak tanks tested by a head of water as required by the Rules. eak and double bottom tanks examined internally with the exception of No. 2 double tank. s examined. The masts, rigging, general equipment examined. Chain cables ranged, anchors and

RY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...							4	Rudder stock dealt with.
Removed and Faired or Repaired					5			
Faired or Repaired in place ...								

CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	- -
Good	Ceiling	- -	Coal Bunkers, Openings, Covers, &c.	- -	When fitted, Month	Year -
Good	Cement XXXX	Good	Oil Bunkers	Good	Boats	- -
Good	Rudder	Good	Scuppers	Good	Masts, XXXX	Good
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained by examn. (State if wedges removed.)	- -
Good	Windlass	Good	Hatches	Good	Equipment letter	- -
Good	Have pumps been examined and found efficient?	- -	Planking	- -	Anchors, No. of	3Bs 1S
- -	Have Sluice Valves been examined and found efficient?	- -	Caulking	- -	Cables (State if now ranged)	Yes
Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	- -	" length 270 mean diam 1.14/16 (on board)	
- -	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	- -	" Rule length 270 size 1.15/16	
Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	- -	Chain Locker	Good
Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	- -	Hawsers & Warps	Good
Yes			" " at other places	- -	Standing XXXX Rigging	Good
Yes			Stringers, Clamps & Shelves	- -	Sails	- -
			Salting	- -		

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 is now in good condition and eligible in our opinion to be classed in the Register with record of Survey 10,47 and to have notations S.S.Brs.10:47 and 100A- when the No. 2 le bottom tank has been examined internally.

Fee (per Section 29) 72 : 0 0

Fees applied for, 19.....

Damage or Repair Fee (if any) 10 10 0

Received by me, 19.....

ng Expenses (if chargeable) 3 : 3 0

Surveyor's Fee (if any) :

Surveyor's to Lloyd's Register of Shipping.

nttee's Minute FRI, 27 FEB 1948

ter Assigned Su minute on F.E. Rpt.

004881-004886-0256

"ZENT"

Chains examined. Chain locker examined internally. The hatch covers and supports examined in position at the hatchways, means of securing hatch covers efficient. The ventilator coamings and covers examined. The rudder, quadrant, steering gear and its connections and control gear examined. Auxiliary steering gear assembled and proved to be good and workable. The windlass, watertight doors, air and sound^{ing} pipes examined. Freeboard verified.

To complete the Survey No. 2 double bottom tank requires to be examined. It was stated that this would be done at an early date.

The anchors and chain cables were examined but as certificates of test were not available there was not evidence available for check purposes. The Owners Representative stated that efforts would be made to obtain the necessary certificates for production at a future survey.

Repairs to Fire Damage see Lagos Report No. 60. - Vessel in dry dock, shell plating rudder and stern frame specially examined and found to be undamaged. Rudder stock twisted, removed from vessel, keyway built up by electric welding and fresh keyway cut in set position for quadrant. The stock afterwards heat treated and refitted in place on board vessel, all reassembled and afterwards tested under working conditions and found satisfactory. The No. 7 shell plate in first strake below sheer specially examined, damage being of a very slight nature and the efficiency of the vessel not being affected thereby and repairs were not considered

Deck plating, starboard side amidships, four (4) plates renewed and five deck beams removed, faired and afterwards replaced. Bulkhead plating in way of damaged deck plating dealt with as found necessary. Wood deck sheathing renewed in way of repaired deck plating.

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.

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.	lbs.			
	1st Bower		b000								b000			b000	
	2nd "		b000								b000			b000	
	3rd "		b000								b000			b000	
	Collective Weight		b000								b000			b000	
	Stream.....		b000								b000			b000	
	Kedge		- -								b000			b000	

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

CHAIN CABLES.

[illegible]

Alterations : Cargo ports cut in ship's side in way of Nos. 2 & 3 upper deck spaces in accordance with plans approved 30.7.46. Hinged steel doors of substantial construction and secured by hinged bolts and wing nuts fitted to access openings in forecastle bulkhead, replacing portable steel plates.

A C.O.2 Fire extinguishing system has been fitted to a cargo space. (stated Walter Kilde system).

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