

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16 May 1953 When handed in at Local Office 30.5.1953 Port of Marseilles

No. in Survey held at Marseilles Date, First Survey 25 February Last Survey 1 May 1953
Reg. Book. 75173 on the Wood, Iron or Steel Thou Peres Mator Vessel "SAFANTIS" (No. of Visits) thirty-two

TONNAGE: Built at Glasgow By whom Harland & Wolff Ltd When 1915 MONTH 3 mo
GROSS 4549 Owners Nauticus J.A. Owners' Address ✓
UNDER DK. 3911 Managers ✓ Port belonging to Barle
NET 2726 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? both Name of Dock No 6 Dry Dock Destined Voyage Foreign
Cell D/Bor D/Ba ✓ feet; uE & B ✓ feet; f ✓ feet
total capacity ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any.)
100 A1 LMC (CS) 12, 49
9. 20 Gen NE 2, 41
At Nyk Indus 3 11, 10 TS (C) PN 4, 50
At Savel, 48 S 7, 51

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 768 Port Lgs

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 dates and initials of any letters respecting this case. Ship 28.4.53 Calogrou 8.5.53

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. Services stated not required
Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 11 1/2 ins.

Was a damage report made by anyone else? if so, by whom? Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION, SPECIAL SURVEY (D) AND REPAIRS:
Now done: (a) for Condition: Vessel placed in Dry Dock. Keel, bottom plating, Stern frame and Rudder cleaned, sanded and re-coated.
✓ Decks, Coamings & Outside plating. Rudder head, Steering gear and its connections & Windlass; Ventilators & their coamings, Oil and boundary pipes, Regue lower skylights, Cargo hatchways & hatches, sanded.
Reveral loading survey partly carried out.

(b) for Special Survey (D) in addition to the above the following requirements have been carried out to complete the special survey commenced at Genoa in October 1952: The holds and beams cleared and sanded; the ceiling at the holds renewed throughout

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	7	✓						(Cost ...) £.T.O.
Removed and Fair'd or Repaired	1	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	10	8						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>good</u>		<u>good</u>		<u>good</u>		<u>✓</u>
Caulking of Decks	<u>good</u>	Ceiling	<u>good</u>	Coal Bunkers, Openings, Covers, &c.	<u>✓</u>	(State if on Felt.)	When fitted, Month
Coamings	<u>good</u>	Cement or Asphalt	<u>good</u>	Oil Bunkers	<u>good</u>		Year <u>✓</u>
Beams & Fastenings	<u>good</u>	Rudder	<u>good</u>	Scuppers	<u>good</u>	Boats	<u>good</u>
Outside Plating	<u>good</u>	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>efficient</u>	Masts, Yards, &c.	<u>good</u>
" " In way of sidelights	<u>good</u>	Windlass	<u>good</u>	Hatches	<u>efficient</u>	Condition, how ascertained	<u>how aloft</u>
Frames	<u>good</u>	Have pumps been examined and found efficient?	<u>no</u>	Planing	<u>✓</u>	(State if wedges removed.)	<u>wedges removed</u>
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>yes</u>	Caulking	<u>✓</u>	Equipment letter	<u>W</u>
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>yes</u>	Treenails	<u>✓</u>	Anchors, No. of	<u>3 Borew 1 Stream</u>
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	Breasthooks & Stemson	<u>✓</u>	Cables (State if now roped)	<u>yes</u>
Floors	<u>good</u>	Air and Sounding Pipes	<u>good</u>	Transoms, Pointers & Crutches	<u>✓</u>	" length <u>255</u> mean diam. <u>1 7/8</u>	<u>✓</u>
Keelsons	<u>good</u>	Doubling Plates under Sounding Pipes	<u>good</u>	Timbers of Frame at openings	<u>✓</u>	" Rule length <u>210</u> per size <u>2 1/2</u>	<u>✓</u>
Stringers	<u>good</u>			" " at other places	<u>✓</u>	Chain Locker	<u>good</u>
Inner Bottom Plating	<u>good</u>			Stringers, Clamps & Shelves	<u>✓</u>	Hawsers & Wrps	<u>complete and in order</u>
Have the Tanks been examined internally?	<u>no</u>			Salting	<u>✓</u>	Standing and Running Rigging	<u>in order</u>
Have the Tanks been tested?	<u>no</u>			(State if examined)		Sails	<u>✓</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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of as No. 1-38."

The full requirements of a Special Survey (D) have now been carried out and this vessel is, in my opinion, in good condition and eligible to be continued as classed and to have record of docking date 5.53 and the notation of 5.53 (D) when the cargo hatchways have been dealt with and subject to three lengths of chain cable being renewed and one length supplied at the earliest opportunity.

Survey Fee (per Section 23)	£. 185.000	Fees applied for,	19.5.1953
Special Damage or Repair Fee (if any) (per Sec. 23)	£. 150.000	Received by me,	19
Travelling Expenses (if chargeable)	£. 19.600		
Sunday, Holiday & Lab. allow.	£. 28.000		
Special Surveyor's Fee (if any)	£. 1.242		
<u>Calopolic corp. - Genoa office</u>			
Committee's Minute			
Character Assigned			

THURSDAY 13 AUG 1953
See list 11465



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

This Certificate required? If so, to be sent to the Office

(C) for Special Survey (D) (Cont.)

Now Done: All double bottom tanks and oil fuel tanks cleaned out and examined ceiling on double bottom renewed throughout and plating drilled and specially examined. Bilges and bunkers all fore and aft cleaned out and examined.

The steel work throughout the vessel exposed, cleaned and examined, shell side plating specially examined in way of openings and side lights and to shell plating drilled as required by the Rules (22g C) in form on drilling sheet forwarded herewith.

All double bottom tanks, peak tanks and oil fuel tanks tested by a head of water giving the maximum pressure which can be experienced in practice.

All mast wedging removed & the masts, spars & rigging, luff stay pins, deadeyes and rigging screws specially examined.

The hatch covers and supports examined throughout in position at the hatchways (see notes below under "Repairs") also tarpaulins cleats flattened. Ventilator coverings and covers examined.

The Rudder (lifted) quadrant, tiller & steering gear, engine and its connections and control gear also the auxiliary steering gear has been examined as required by the Rules.

The muddles, pumps, skin valves, watertight doors and air and sounding pipes have been carefully examined and tested and/or tried.

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.				
	1st Bower													
	2nd													
	3rd													
	Collective Weight													
	Stream													
	Kedge													

* 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.	Stagnary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Inch.		

The chain cables have been gauged and the anchors and chains examined and found in good working condition. Chain locker & d internally

NOTE: Three lengths of chain cable have been found worn below renewal diameter and it is stated that three replacement lengths and one additional length (S.R.L. No 125 refers) will be placed on board upon the vessel's arrival at Quow her first port of call when sailing from Newcastle.

Steel Twin Screw Motor Vessel "PAENTIS" of Baulo

Now Done: (C) for REPAIRS: (S.R.L. No 125 29.1.53 & ENDOORS I, Refers)

(a) Damage Repairs: (all plates numbered from aft)

- S.R.L.: (1) No 2 keel plates renewed & p.s. garboard strake landings faired in place
 (2) No 15 keel plate renewed
 (3) Hole shell plate in way of No 1 lower hold p.s. renewed (Plate F.15)
 (4) Plates H.15 & H.14 p.s. in way of hold No 1 & 2 renewed
 (5) Plate H.8 renewed and plates H.7, G.8 & G.9 & J.8 faired in place also fairing in way of Engine Room & O.F. Bulker on port side
 (6) Plate I.9 renewed, plate H.9 renewed faired & replaced & plates G.8, H.8 & J.8 faired in place in way of E.R. & O.F. Bulker on starboard side
 (7) 2 plates in fore strake on p.s. (No 2 & 3 from aft) faired in place in way of screw shaft

ENDOORS I: All welds in shell plating (p.s.) and knelled strake keel (p.s.) now satisfactorily faired in place.

S.R.L. & END I: All items to be deleted from both lists.

(b) Wear and tear (Special Survey) repairs:

As a result of the drillings and gauging of shell and deck plating and of a careful examination of the vessel's structure externally and internally the following plates have been renewed or doubled:

- (1) Starboard side shell plating: E 16 & 17; F 15, 16 & 17; G 17 & 18; H 14, 15 & 17; I 8, 11, 17 & 19 and J 9, 10, 11, 12, 13, 14, 15, 16 & 22 renewed.
 (2) Starboard side shell plating: E 15, 16 & 17; F 15, 16 & 17; G 18; H 2, 10, 12, 13, 14 & 16; I 2, 3, 9, 14, 15, 16, 17 & 19; J 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 22 renewed.
 (3) Forecastle deck plating: All plates but stringers and plating under muddles (10 plates renewed)
 (4) Forecastle Deck Plating: All plates but stringers and plating under muddles & Aux. Steering Gear (2 plates)
 (5) Main (Upper) Deck Plating: Fore well: 22 plates renewed and 8 doubling plates fitted under bridge (fore): 7 plates renewed & 4 doubled; (aft): 6 plates renewed aft well: 17 plates renewed and 13 doubling plates fitted
 (6) Bulwark plating (p.s.): p.s.: H 4, 13, 14, 15 & 16; S.S.: M 2, 4, 5, 11, 12, 13, 14 & 15 renewed, together with 23 (p.s.) and 17 (S.S.) bulwark stays.

All new and repaired work satisfactorily has been tested and repainted or coated on completion of renewal or repair. Thicknesses of plating ascertained by drilling are as per drilling sheet attached herewith.

Arrangements and strengthening have now been made for the fitting of a heavy (12 tons Wt) derrick to the aft mast in accordance with Quow's approved plan No S 5687 forwarded herewith.

The fitting of cylindrical, portable (mine and re-rollable oil) tanks at the after part of No 2 hold as shown on London approved plan No S 5688 returned herewith has been deferred.

