

Port **BREMEN** No. **4921**
 24.10.60 When handed in at Local Office 22.10.60 Received London
 Rpt **Bremen** No. of Visits **4** First Date **14.10.1960** Last Date **19.10.1960**

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. **65419** on the **Steel** S.S. **"XMAS" (ex "IRENE S. EMBIRICOS")** Tons gross **4142**
 Built at **Sunderland** By Whom **Short Bros Ltd.** When **1927** Year **1927** Month **9**
 Owners **Pioneer Shipowners (Hong Kong) Ltd.** Owners' address (If not already in R.B.) **-**
 Managers **-** Port of Registry **Panama**
 Surveyed Afloat or in Drydock **Afloat** Name of Dock **Rolandmühle & A.G. "Weser"** Date of last examn. in Drydock **-**

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. **61214** Port **BRM.**
 To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 with freeboard	+LMC 8/55
SS (Dr) 6/51	MBS 6/60
SS 8/55	DBS 9/57
DS 6/60	TS CL 9/57N

Give dates and references to any letters relating to this Report **-**

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined **Yes** Freeboard as marked on ship and now verified **-** ft **-** ins
Not required, Master. Was a damage report made by anyone else? If so, by whom? **No**

EXAMINATION AND REPAIRS AS PER RULE FOR **GROUNDING & EQUIPMENT.**

Grounding and subsequent loss of part bower anchor and 7 lengths of anchor chain cable stated to have occurred off Texel/Holland on the 12th October, 1960.

GROUNDING

Now done:- Ship examined afloat, all hold bilges and tanks sounded, soundings later rechecked over a period of 3 days and no differences noted.
Steering gear and rudder tried and found satisfactory.
It is recommended that the ship be specially examined (grounding) at the next drydocking.

EQUIPMENT

A bower anchor and 7 lengths (194 metres) of anchor chain cable, port side, have now been supplied and fitted on board. See attached report 8(Eq).

S.R.L. APPENDIX

"Shell plate No.3 in 4th strake below sheer indented (s.s.f.)".
Ship afloat and loading cargo, above item not examined at this time.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired			NO	DAMAGE				
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? **Yes** Is Classification Certificate required? If so, to be sent to **No**
 If so, is the Report sent now, or when will it be sent? **Now** Has Interim Certificate been issued? **Yes, copies attached**

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, is eligible in my opinion to remain as Classed in the Register Book without fresh record of survey, subject to the ship being specially examined (grounding) at the next drydocking.

FOR G.R. MATHEWS.
 & SELF.
G.R. Mathews
 Surveyor to Lloyd's Register of Shipping

THURSDAY 7 NOV 1960

Date of Committee
 Minute **Deferred for SS (by 2.61) and for drydocking**

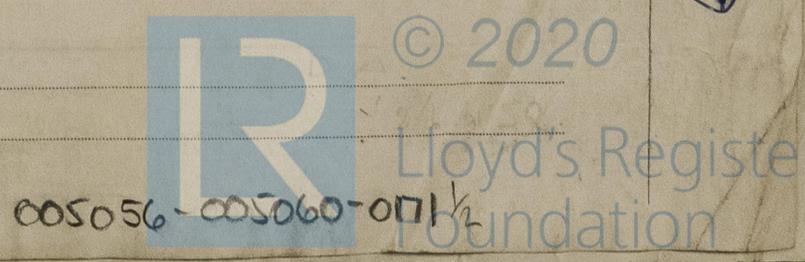


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank	
Rudder lifted		A.P. "	
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel) and Cofferdams	
Hatchways, Covers, closing and securing appliances		Fresh Water Tanks	
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks	
Holds		Oil Fuel Bunkers and Settling Tanks	
Tween Decks		Side Tanks	
Fore Peak Spaces		Wing Tanks	
After " "		Other Tanks	
Engine Space		Cargo Tanks (Tankers)	
Boiler "		Cofferdams	
Under Engines and Boilers		Pump Rooms	
Tunnel and Well			
Coal Bunkers			
Chain Locker			
Other Spaces			

Handwritten notes: SURVEY CONFINED AS DETAILED OVERLEAF

Have the spaces now surveyed been cleared and cleaned as necessary?
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?
 Have the bilges been cleaned out and examined?
 Has steelwork had rust removed and afterwards been recoated as necessary?
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?
 Has a Load Line Survey been held? If so, state which If so, Report 8(Dr) to be attached
 Have the shell and deck plating been drilled as per Rule? If so, report details in body of Report.
 Have any alterations to the approved scantlings and arrangements now been effected? 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:—

Parts	Condition
Shell plating	Ceiling and Cargo Battens
" " in way of side scuttles	Cement or Asphalt
Rudder and Sternframe	Cargo and other Hatchways
Decks	Hatches and closing appliances
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances
Coamings and Casings	Companionways and Skylights
Beams and Fastenings	Shell Openings
Frames	Ash Shoots
Reverse Frames	Overboard Discharges and Scuppers
Longitudinals	Freeing ports
Transverses	Steering Gear (Main and Auxiliary) examined and found
Floors	Windlass examined and found
Keelsoles	Pumps " " "
Stringers	W.T. Doors " " "
Inner Bottom Plating	
Bulkheads and Tunnel	

Sluice Valves examined and found
 Air and Sounding Pipes
 Doubling Plates under Sounding Pipes
 Masts and Rigging examined and found
 Condition, how ascertained (State if wedges removed)
 Chain Locker
 EQUIPMENT "Y"
 Equipment Letter
 Anchors, No. of 3 B 15 Condition GOOD
 Cables (State if now ranged and examined) NOT STATED NOW
 " length (on board) mean diam. COMPLETE.
 " Rule Length Size
 Hawseers and Warps SUFFICIENT
 State if any Anchors or Chain Cable have now been supplied or retested, if so. YES.
 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.)

Survey Fee £ 150.0.
 Special Damage or Repair Fee (if any) nil.
 Travelling Expenses (if chargeable) £ 1.0.0.

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

Account Rendered
 31 OCT 1960
 LONDON

Rpt. 9

Date of writing report 21.10.60 Received London
 Survey held at Bremen No. of visits 2 Port BREMEN No. 4921
 First date 19.10.60 Last date 20.10.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65419 Name S.S. "XMAS" (ex "IRENE S. EMBIRICOS") Gross tons 4142 Date of build 9-1927
 Owners Pioneer Shipowners (Hong Kong) Ltd. Managers Port of Registry Panama
 Engines made 1927 By J. Dickinson & Sons Ltd., Sunderland. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 SB W.P. 180 lb.
 No. of Donkey Boilers 1 W.P. 100 lb.

Hull Machinery
 +100A1 with freeboard +LMC 8/55
 MBS 6/60
 DBS 9/57
 MS at 8/57

ANCHORS

Number of Certificate	Anchors	Weight of Stock Ex Stock or Kilogs	Test per Certificate per Kilogs or Kilogs	Description of Anchor	Makers	Where and when tested and Superintendent
617	1	3200	50775	Cast steel stock less with forged shank.	W.L. Byers, Sunderland.	Stülcken & Sohn, Hamburg. 18.10.60 GKS

CHAIN CABLES

Number of Certificate	Length and size of cable	Statutory Breaking	Test per Certificate	Weight of Chain Cable		Description	Makers of Cable	Where and when tested and Superintendent
				Supplied	Rule			
1441	194 56 194 55.5	124300 173100	12928	13329	12928	Cast steel stud link	The National Malleable & Casting Co. Ltd., Sharon.	Stülcken & Sohn, Hamburg. 18.10.60 GKS

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:
 To be securely attached to No. 4921 REPORT 8

The Surveyors are requested not to write in the space above

Surveyor to Lloyd's Register of Shipping
 J. H. B. G. C.

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.
 Have test certificates of new equipment (if now supplied) been checked and endorsed? No. Particulars verified from Hamburg Surveyors per letter 19.10.60.

(Cert.B) 100m,9.59 (MADE AND PRINTED IN ENGLAND.)

50m,4.59 T. (MADE AND PRINTED IN ENGLAND.)

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