

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7-2-1950 When handed in at Local Office 19...

Port of Amsterdam

No. in Reg. Book.

Survey held at

Date, First Survey

Last Survey

1950

on the Wood, Iron or Steel

"GLADYS MOLLER"

(No. of Visits)

TONNAGE :-

GROSS 10712

UNDER DK. 9489

NET 6408

Built at Chester, Pa

By whom

Sun S.B. & Dryd. Co.

YEAR.

MONTH.

When 1945

Owners

Moller Line Ltd.

Owners' Address

Managers

Mollers Ltd.

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Aruba

Ce/D B/D Ba

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.

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and serially 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. 3-23-12-1949 5-29-12-1949

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.

Society's Freeboard (if assigned) as painted on Ship and now verified } 9' 2 1/4" ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey (Classification)

The vessel has been placed in dry dock, bottom and rudder cleaned, examined found in good condition and recoated. All cargo tanks, deep tanks, oil bunkers, all double bottom tanks fore and after peak tanks, sump tanks cleaned, examined internally found in good condition and tested as per Rules required, found sound and tight. Engine & boiler room, pump rooms, fore peak space, bridge and pump space examined found all in good condition. Chain locker cleaned, examined found in good condition. Chain cables ranged, bow anchor with stream anchor.

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...							R. E. O.
Removed and Faird or Repaired							
Faird or Repaired in place							

PRESENT CONDITION OF THE

Decks good
Caulking of Decks
Coamings
Beams & Fastenings
Outside Plating
" " in way of sidelights
Frames
Transverse Frames
Longitudinals
Transverses
Floors
Beams
Rings
Inner Bottom Plating
Have the Tanks been examined internally? yes
Have the Tanks been tested? yes

Bulkheads good
Ceiling
Cement or Asphalt
Rudder
Steering gear and its connections
Windlass
Have pumps been examined and found efficient? yes good
Have Sluice Valves been examined and found efficient? yes good
Have Watertight Doors been examined and found efficient? Machinery fitted up
Have Ventilators and their Coamings been examined and found efficient? good
Air and Sounding Pipes good
Doubling Plates under Sounding Pipes good

Engine Room Skylights good
Coal Bunkers, Openings, Covers, &c.
Oil Bunkers
Scuppers
Cargo Hatchways
Hatches
Planking
Caulking
Treenails
Breasthooks & Stemson
Transoms, Pointers & Crutches
Timbers of Frame at openings
" " at other places
Stringers, Clamps & Shelves
Salting
State if examined.

Copper, or Y.M. (State if on Felt.)
When fitted, Month Year
Boats good
Masts, Yards, &c. good
Condition, how ascertained aloft
(State if wedges removed.)
Equipment letter
Anchors, No. of 3 B + 1 sh
Cables (State if now ranged) yes
" length 270 ft mean diamr. 2 5/16 (on board.)
" Rule length 270 ft size 2 5/16
Chain Locker good
Hawsers & Warps sufficient
Standing and Running Rigging efficient
Sails

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 in a good and efficient condition and in my opinion eligible to be classed in the Register Book 100A1 carrying petroleum in bulk, clacking date 1-50 and notation S.S. Rules 1-50.

Survey Fee (per Section 29) CLASSIFICATION R. 52 1/2

Fees applied for,

Special Damage or Repair Fee (if any)

20.2 1950

Received by me,

19

Travelling Expenses (if chargeable)

R. 20.50

Second Surveyor's Fee (if any)

Committee's Minute

FRI. 14 APR 1950

Surveyor to Lloyd's Register of Shipping.

CERTIFICATES WRITTEN.

Chargeable Assigned

Assign class 100A1 Carry? Pet in Sh. subject

Chargeable Assigned

2400 oil fuel 2R above 50.7

1.50 Ans: 1.50, classed 1.50 : R.S. 1.50

005069-005074-0158 1/2

Is Certificate required? If so, to be sent to Owners address

330/m

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Lloyd's Register

Foundation

