863444

now "Caymania" - See Kgn 2543

Rpt. 8. (Received at London Office 4 DEC 1946) No. 2500

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Oct. 1946 When handed in at Local Office ..... 19 Port of KINGSTON, JAMAICA, B.W.I.

No. in Reg. Book. Survey held at Kingston, Jamaica, B.W.I. Date, First Survey 7.8.46 Last Survey 31st October 1946 (No. of Visits Twenty)

7927 on the ~~Wood, Iron or~~ Steel T.W.Sc Sch & ~~S.S.~~ "BLACK BEAR" ex "Xarifa"

TONNAGE:—			YEAR.	MONTH.
GROSS 730.81	Built at E. Cowes	By whom J.Samuel White & Co. Ltd.	When 1930	7
UNDER DK. 756 Tm	Owners Rayal B. Bodden	Owners' Address Georgetown, Cayman Islands. (if not already recorded in Appendix to Register Book)		
NET 350	Managers Cayman Islands Motor Boat Co. Ltd.	Port belonging to Georgetown, Cayman Is.		

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Belmont Slip Dock Destined Voyage

CellDBorDBa ..... 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. 2509 Port Kgn

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).
+100A1 in YR	+LMC 6.39
~~Class Contemplated.~~ 5.39	PS 6.37 } cc
S.S. Son No 2-39	SS 6.38 }
Flat for OF 7.30	
FP above 150°F	

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be delete 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 relating this case.

In all cases where the Surveyor has not made a special damage report he is required to state whether he has 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 } ..... ft. ..... ins.

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

REPORT ON EXAMINATION AS PER RULE, FOR

This vessel was submitted for a reclassification survey and from particulars obtained from Lloyd's Register of Yachts 1931 she was originally classed ✠100A1 as a yacht named "XARIFA". The vessel was examined on the Belmont Slip Dock at Kingston, Jamaica, B.W.I., on the 7th - 13th August and afloat on subsequent days when the bottom plating, rudder, fore peak, chain locker, in way and below crew's quarters, forward hold, crew's fresh water tank, forward sanitary tanks, coffer-dams, Nos. 1, 2, 3 and 4 fresh water tanks, Nos. 1, 2, 3, 4, 5 and 6 fuel tanks, boiler room, engine room, reserve feed tank below engine room, after sanitary tank, Nos. 5 and 6 fresh water tanks aft, and the after section of the vessel, and all structural parts, including the bulkheads and the watertight door, were found to be in good condition. The decks, mast, deckhouse, fiddley, funnel, ventilators, skylights, side scuttles, doors etc., were all examined and they were found to be

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

[illegible]	Good	Bulkheads	Good	Engine Room Skylights	Good
[illegible] of Decks	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-
[illegible]	Good	Cement or Asphalt	-	Oil Bunkers	Good
[illegible] Fastenings	Good	Rudder	Good	Scuppers	Good
[illegible] Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good
[illegible] in way of sidelights	Good	Windlass	Good	Hatches	Good
[illegible]	Good	Have pumps been examined and found efficient?	Yes	Planking	-
[illegible] Frames	Good	Have Sluice Valves been examined and found efficient?	-	Caulking	-
[illegible]minals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-
[illegible]ses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-
[illegible]	Good	Air and Sounding Pipes	Yes	Transoms, Pointers & Crutches	-
[illegible]	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	-
[illegible]	Good			" " at other places	-
[illegible]ottom Plating	Good			Stringers, Clamps & Shelves	-
[illegible]e Tanks been examined internally?	Yes			Salting (State if examined.)	-
[illegible]e Tanks been tested?	Yes				

Copper, or Y.M. (State if on Felt.)	-
When fitted. Month	- Year -
Boats	Good. Four for 82 persons.
Masts, Yards, &c.	Good
Condition, how ascertained (State if wedges removed.)	By examination Yes.
Equipment letter	
Anchors, No. of	Four
Cables (State if now ranged)	No
" length (on board)	180 fthm mean diamr. 1¼"
" Rule length	size
Chain Locker	Good
Hawsers & Warps	Good
Standing ~~[illegible]~~ Rigging	Good
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."

That she be classed A with freeboard in the Caribbean Sea and Mexican Gulf, being fit to carry dry and perishable cargoes, subject to the sounding pipe for the cargo space being permanently fitted at the first opportunity.

Fee (per Section 29)	£	4	0	0
Damage or Repair Fee (if any) (Per Sec. 29)	£	21	0	0
Incidental Expenses (if chargeable)	£			
Surveyor's Fee (if any)	£			

Fees applied for, 31.10.1946
Received by me, 31.10.1946

Edgar Watson.
Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN. (on Kgn 2583)

Committee's Minute: Delete character from Y.R. & insert in RB:- + A— with fld of 4'4" for Service in the Caribbean Sea & Mexican Gulf fitted for oil fuel in S.S. Kgn - 10.46

Character Assigned: Write Kgn 10.46 B 5.10.46

FRI. 2 MAY 1947

Delete from YR & Reg Bk

Is Certificate required? If so, to be sent to

J - for steamer 210 FTH 1 11/16"

005082-005088-0121

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be in good order. The steering gear and windlass were examined and they were found to be in good order. The anchors were examined and they were found to be in good condition. The anchor chains were not fully ranged for examination but the parts seen were found to be in good order. There are no certificates on board for the anchors or chain cables. The following alterations were made to the vessel at this port:- Original booby hatch to crew's quarters removed and opening in deck securely blanked off. Hatchway cut in raised fore deck 8'x 8' in the centre line of the vessel extending from the 1st beam abaft the No. 2 bulkhead to the 3rd beam forward of the No. 3 bulkhead. Coaming 7/16"x 24" above the deck, extending to the lower edge of the beams, and fitted with a 1½" round steel bar welded to the lower edge. Stanchions at the after corners of solid steel 1½"x 2 3/8". Bracket 24"x 23" with angle 3/8"x 3"x 3" fitted at the centre line between the coaming and the No.2 bulkhead. Stringer plate fitted to the deck at the sides of the hatchway 5/16"x 11". Double angle fitted to top of coaming 7/16"x 2½"x 2½" with half round steel 13/16" fitted around the top outer section. Corners of hatchway stiffened with 3/8"x 3"x 3" angles fitted vertically on the inside. Additional beams fitted to upper deck to the first and fourth frames abaft the No. 2 bulkhead, size 3/8"x 3½"x 5" fitted with brackets 5/16"x 16"x 16". Hatchway cut in the upper tween deck in a similar position as above. Coaming 6" high with angle 3/8"x 2"x 2" to take hatchway covers. Coaming extends to lower edge of beams. Steel fore and after I section 4½" accross the top by 8" deep.Brackets fitted between the bulkhead and the forward corners 3/8"x 22"x 22" flanged on the inside 3". Additional beams 3/8"x 3½"x 5" fitted to the first and fourth frames abaft the No.2 bulkhead with brackets 5/16"x 16"x 16". Stanchions fitted at after corners 1½"x 2 3/8" of solid steel fitted with vertical stiffeners 5/8"x 4½". Hatchway opening cut in the lower tween deck 6'x 6' with angle on top 3/8"x 3"x 3" to take covers. Plates fitted below angle at each side extending to the lower edge of the beams. One additional beam fitted to the second frame abaft the bulkhead forming the after end of the crew's fresh water tank. Stanchions fitted at after corners 1½"x 2 3/8" of solid steel. Two stanchions 2½" dia. fitted to the 1st beam abaft the hatchway. A temporary sounding pipe was fitted to the cargo space. All side scuttles

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. If Patent state name of Patentee.	Makers.	Where and when tested and Superintendent. If Stockless, state Mechanical Test.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

in the cargo space have been removed and the openings have been securely blanked off. Companionway to crew's quarters fitted on the centre line of the vessel forward of the hatchway opening, 3.5'x 4' fitted with booby hatch height 5.9' secured to deck by angle 3/8"x 3"x 3" welded. Opening at after end 4'x 4.8' closed by steel W.T. doors on hinges. The companionway to the steering engine is constructed of wood as original with coaming 2¼" in thickness, but the height has been increased to 24" above the deck.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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