

13 JUN 1949

No. 25359

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 2<sup>nd</sup> June 1949 When handed in at Local Office 2.6. 1949 Port of Antwerp  
No. in Survey held at Antwerp Date, First Survey 24<sup>th</sup> May Last Survey 25<sup>th</sup> May 1949  
Reg. Book. on the Wood, Iron or Steel C.S. "St. Ewyn" (No. of Visits 2)

73680 TONNAGE: Built at Sunderland By whom Sir J Laing & Sons Ltd When 1940  
GROSS 5200 Owners Shakespeare Shipping Co Ltd Owners' Address \_\_\_\_\_  
UNDER DK. 4563 Managers South American Steam Line (If not already recorded in Appendix to Register Book).  
NET 2984 Port belonging to Newport

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Berth n<sup>o</sup> 172 Destined Voyage \_\_\_\_\_  
Cell DBor DBa \_\_\_\_\_ 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.)

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 \_\_\_\_\_ ft. \_\_\_\_\_ ins.  
painted on Ship and now verified \_\_\_\_\_

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Special Survey (Classification)How done: vessel examined afloatExamined: all holds and tween decksTested: crossbunker and settling tanks (p 8.5)Wear and tear repairsMinor leaks on the crossbunker & settling tanks have now been made tight by caulking.Cargo hold n<sup>o</sup> 2 on examination found cement box on starboard side in 2<sup>nd</sup> stake below maindeck and frame n<sup>o</sup> 14 counted from crossbunker bulkhead. Cement box examined and found efficient meantime, it is submitted that the shellplating in way of this cement box being further

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed ...									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place ...									

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>✓</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>	When fitted, Month _____ Year _____
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>✓</u>	Boats _____
Beams & Fastenings <u>"</u>	Rudder <u>✓</u>	Scuppers <u>See report</u>	Masts, Yards, &c. _____
Outside Plating <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained (State if wedges removed)
" " In way of sidelights <u>✓</u>	Windlass <u>✓</u>	Hatches <u>do.</u>	Equipment letter _____
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of _____
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged)
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length _____ mean diamr. _____ (on board.)
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>✓</u>	Breasthooks & Stemson _____	" Rule length _____ size _____
Floors <u>✓</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches _____	Chain Locker _____
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings _____	Hawsers & Warps _____
Stringers <u>✓</u>		" " at other places _____	Standing and Running Rigging _____
Inner Bottom Plating <u>Good</u>		Stringers, Clamps & Shelves _____	Sails _____
Have the Tanks been examined internally? <u>see report</u>		Salting _____	
Have the Tanks been tested? <u>see report</u>		State if examined.	

## General Observations, Opinion as to Class, Recommendation, &amp;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 so far as now seen is in a good and efficient condition and eligible in our opinion to be classed 100 A.1 with freeboard and to have the notation of 55 648 as previously recommended by the Society's Surveyors subject to Starb<sup>o</sup> shellplating in n<sup>o</sup> 2 cargo hold in way of cement box be further examined and dealt with next drydocking.

Survey Fee (per Section 29) £5 2/20 12 Fees applied for, \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Sec. 29) £ : : \_\_\_\_\_  
Travelling Expenses (if chargeable) £5 : 200: - Received by me, \_\_\_\_\_  
Second Surveyor's Fee (if any) £ : : \_\_\_\_\_

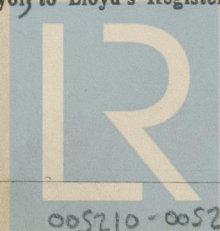
Committee's Minute

Character Assigned

FRI. 21 OCT 1940

See minute onfor rpt

Surveyor to Lloyd's Register of Shipping



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It was also noted that the draining of the maindeck is not in order as per Load Line Convention (two deck scuppers led direct to hold bilges without valves controlled from the upperdeck). It was stated by the Chief Officer that regarding this, recommendations were already made by the Copenhagen Surveyors and will be put in order on the end of the present voyage (about the end of August).

The freeboard markings have now been amended from B. C. to L. R.

Cott

## 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																
	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.

[illegible]

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.