

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th April 1946 When handed in at Local Office 19 Port of Amsterdam
No. in Survey held at Den Helder Date, First Survey 7th Dec. 1945 Last Survey 27th March 1946
Reg. Book. 08662 on the Wood, Iron or Steel M/V. HELENA (No. of Visits 7)

TONNAGE:—

GROSS 18.2

UNDER DK. 13.4

NET 10.9

Built at Groningen

By whom J. Toepson

When 1934

Owners H. Pronk Jr.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Groningen

Surveyed Afloat or in Dry Dock? D.D.

Name of Dock Navy Dock

Destined Voyage

Cell DBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

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
class contemplatedExamined L.R.
7.45

T.S. new 7.45

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.

not required

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

Society's Freeboard (if assigned) as
painted on Ship and now verified

20 ft 6 in.

Underwriter's surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage repairs and Special Survey N°3

The Vessel is reported to have sustained hull damages on several collisions, during her service in war-time in the U.K., no further particulars are available.

Damage repairs.

The Vessel has been placed in drydock, bottom and rudder cleaned and found bottom plating fore and aft and shell plating at several places heavily set in.

The following repairs have been carried out:

Fore keel plate N°1 and after keel plate N°3 renewed.

Incident in stem dealt with by building up by elect. welding (very little local indent).

S.B. side: fore wing plate of A₁ partly riveted to stem and A₂ partly riveted.A₁ partly renewed, B₂ & B₃ renewed.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and
Bracket Floors

Beams.

Inner Bottom
Plates.

Dk. Plates.

Other Items:—

Renewed ...

16

6

Removed and Faird or Repaired

8

Faird or Repaired in place ...

17

66

3

one

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

"

Coamings

"

Beams & Fastenings

"

Outside Plating

"

" " in way of sidelights

"

Frames

"

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

good

Keelsons

"

Stringers

"

Inner Bottom Plating

"

Have the Tanks been examined internally?

yes

Have the Tanks been tested?

yes

Bullheads

good

Ceiling

"

Cement or Asphalt

none except
cement in peak.

Rudder

good

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

yes

Have Sluice Valves been examined and found efficient?

none

Have Watertight Doors been examined and found efficient?

none

Have Ventilators and their Coamings been examined and found efficient?

yes

Air and Sounding Pipes

good

Doubling Plates under Sounding Pipes

"

Engine Room Skylights

good

Coal Bunkers, Openings, Covers, &c.

"

Oil Bunkers

"

Scuppers

good

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.

"

Condition, how ascertained

ex. d.

(State if wedges removed)

none

Equipment letter

b

Anchors, No. of

2 bows + 1 stream

Cables (State if now ranged)

ranged

" length 275 m mean diam

19 in

(on board)

"

" Rule length 220 m size 19 in

"

Chain Locker

good

Hawsers & Warps

sufficient

Standing and Running Rigging

good

Sails

good

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."

The Vessel is in a good and efficient condition and eligible in my opinion to remain as classed (contemplated) with fresh record of Docking 3.46 and to have notation of S.S. Annex N°3 - 3.46.

Survey Fee (per Section 29)

55. N°3 Charged on First

Fees applied for,

Special Damage Repair Fee (if any)

fl. 3000

15.4. 1946

(per Section 29)

fl. 68.50

Received by me,

Travelling expenses (if chargeable)

fl. 48.-

19

Cost of loading gear

"

Cost of Surveyor's Fee (if any)

"

Committee's Minute

FRI. 9 AUG 1946

Character Assigned

See minute on F.E. rpt. 16102

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

005695-005708-014713

Is Certificate required? If so, to be sent to Amsterdam Surveyors.

M.V. "Helena"

Bulwark plate N°1 faired in place, N°2 removed, faired and replaced, remainder part of bulwark and stanchions faired in place.

Sheerstrake plate E₃ removed, faired and replaced.

Strake below: D₁ renewed and D₂₋₃ and 6 faired in place.

C₁₋₂₊₃ faired in place.

S.B. side aft: A₂₊₃ renewed, E₂ faired in place, R.Q. deck sheerstr.

plates G₂₊₃ faired in place, strake below E₂ removed, faired and replaced.

R.Q. deck stringer plate N°2 partly released and faired in place, 3 beams in way faired in place. P. Side forward:

A₁ partly renewed, wing plate of A₁ to stem, and A₂ partly renewed.

B₂₊₃ renewed. Sheerstrake plate E₂ renewed, E₃ removed, faired and replaced.

D₂₊₃ removed, faired and replaced, C₁ faired in place, bilge plates

C₄₋₅₋₆ faired in place. Bilge keel faired in place.

P. Side aft: R.Q. sheerstr. plates G₂₊₃ faired in place.

Strake below: F₁ repaired, F₂₊₃ removed, faired and replaced.

F₄ faired in place, A₂₊₃ and B₃₊₄ renewed.

R.Q. deck stringer angle faired in place. Railing and stanchions on R.Q. deck on both sides faired in place.

Bulwark P. side faired in place. Hatchway coverings N°s I & II faired in place. Started caulking of seams and bottom rivets dealt with.

Rudders lifted and bottom pintle refurbished.

Internals: Slack rivets in internal structure of E.P. tank renewed.

In E.P. tank on P. side 2 frames with beam knees renewed.

R. fwd. deck: P. side: 4 frames renewed and 5 same faired in place.

S.B. side: 10 " faired in place.

Cargohold: P. side: 5 frames faired in place, S.B. side, 14 same faired in place.

R.Q. deck space. S.B. and P. side each side 16 frames faired in place.

In the cargohold have the fittings and cargo patterns been placed in order.

Upon completion of repairs has the E.P. tank been tested as required and found tight. Shell and bottom plates (repaired) have been hoisted and found tight.

The cement in the E.P. tank has been replaced, all new or repaired work has been recoated.

5.5. N°3.

The vessel has been placed in drydock, bottom and rudders cleaned, ex^d. found in a good condition and recoated. ¹ Tank P^op

Holds, engine room, spaces above E.P. tank and in R.Q. have been cleared and cleaned, ceiling and lining removed where required and shell plating, frames, floors, brackets, stringers, trans, bulkheads and all other parts cleaned and sealed where required, ex^d. right fore and aft and found all parts in a good condition. Casings round pipes removed and all parts have been recoated as required. E.P. tank and A.P. tank cleared and cleaned, sealed, ex^d. internally, found good and recoated, tested as required and found tight. Decks ex^d. and found good. Hatchways ex^d. with latches in position, cleaning appliances found all in a good condition. Masts, rigging and general equipment overhauled, ex^d. and found in order.

See farther 2nd Continuation Sheet.

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.	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 Steam Chain / or Steel Wire....											

M.V. "Helena"

Windlass, steering engine and its connections, rudder tiller and hand-steering gear overhauled and placed in good working order.

Chain cables ranged, shackles unlocked, cables and anchors ex'd. and found good and complete. Chain locker cleared and cleaned, ex'd. internally, found good and recoated.

Pumps, ventilator coamings overhauled, ex'd. and found good.

Donbling plates under sounding pipes good.

The freeboard marking has been verified, found correct and cut in the vessel's sides as required.

The shell plating and decks have been drilled and thicknesses have been found in accordance with the submitted plans, which are now being dealt with in the Rotterdam Office and will be sent later separately.

C.H. Meunier :

ult. June 1946