

REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report 23rd April 1945 When handed in at Local Office 23rd April 1945 Port of MARSEILLESNo. in
Reg. BookSurvey held at MARSEILLESDate, First Survey 1st April 1942Last Survey 10th April 1943

(No of Visits)

on the Wood, Iron or Steel5/5 " P.L.M. 12

TONNAGE :

Built at MiddlesbroughBy whom Smith & Dock Co. Ltd.

When

YEAR.

MONTH.

GROSS 3454Owners Sec. Nationale d'Equipement

Owners' Address

(If not already recorded in Appendix to Register Book)

UNDER DE 3416NET 1931

Managers

Port belonging to Rouen

DISCLOSED

SECTION.

Surveyed Afloat and in Dry Dock YesName of Dock Mel. Buth and

Destined Voyage

No. 527

Cell D Bor D Ba

feet ; u E & B

feet ; f

feet

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

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 underlinedLast Report, No 10266Port Mel.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 to why they were declined

Society's Freeboard (if assigned (a

painted on Ship and now verified) H 11 9 1/4 ins

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY N° 3.NOW DONE:—

Tether placed in drydock; bottom and rudder cleaned, examined and recoated.
Holds, bilges, peak spaces, machinery spaces, bridge and prop spaces, wells and bunkers cleaned, stowage examined and recoated with all bilge limber and cement chocks removed. All D.B. tanks, top side tanks and peak tanks examined internally and tested as per Rule requirements. Plating in way of sidelights examined. Decks, fidely and skylights examined. Anchor and cable randed and examined. Chain locker examined. The masts, rigging, general equipment, hawsers, steering engine and gear with its connections examined. Windlass, pumps, boats, watertight door, air and sounding pipes examined. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Renewed

Removed and Faird nr 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

Good

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

Good

Keelsons

"

Stringers

"

Inner Botter Plating

"

Have the Tanks been examined internally?

Yes

Have the Tanks been tested?

Yes

Bulkheads

Good

Ceiling

"

Cement or Asphalt

Good

Rudder

"

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

Good

Have Sluice Valves been examined and found efficient?

Good

Have Watertight Doors been examined and found efficient?

Good

Have Ventilators and their Coamings been examined and found efficient?

Good

Air and Sounding Pipes

"

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

Masts, Yards, & c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if not ranged)

" length

" Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

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 eligible, in my opinion, to remain as classed with a fresh record of Survey Msl. H. H.3 and with a fresh notation of S.S. Msl. N° 3 - H. H.3 subject to rudder main piece and heel of stem frame (E.W. H. 40; 12.40; 4.43) being specially examined at next drydocking.

Survey Fee (per Section 29) S.S. N° 3 H. H.3 £ 2000

Fess applied for,

23.4 19 43

Special Damage or Repair Fee (if any)

Received by me,

(per Sec. 29)

Travelling Expenses (if chargeable)

Saturday attendance

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

TUES. 21 NOV 1944

No action

Signature
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

008296-008304-0150 1/3

Has a Survey also been held on the Machinery of the Ship
If so, is the Report sent now, or when will it be sent

Port of MARSEILLES Continuation of Report No. 10362 dated 22.4.43 on the

S/S " P.L.M. 12,

Steel hatch cover: plating partly doubled (where thin) and hatch cover faired as found necessary.

About 30 wooden hatch covers renewed.

Hatch coverings failed as necessary.

A number of ventilator cowls and coamings renewed.

A great many lengths of air and sounding pipes renewed.

As per S.R. List :- The E.W. of keel of stem frame specially examined and found in good condition. It is recommended that the middle main piece and keel of stem frame (E.W. 4, 40, 42, 40; 4, 43) be specially examined at the next drydocking.

CW.

REPAIRS :-

A great number of wasted shell rivets (P+S) removed
Several indented shell plates (P+S) failed in place.

Rudder main piece: Grooving above and below N^o 2 rudder arms (counting from bottom) cut out and built up with E.W.

Tank top plating:-

No 1 D.B. tank: fifteen tank top plates renewed and two tank top plates removed, faired and replaced.

No. 2 D.B. tank: eight tanktop plates renewed and eight tanktop plates removed, laid and replaced.

Nº 3 S.S. tank: eleven tanktop plates renewed and seven tanktop plates fixed in place.

No. 4 D.B. tank: eight tanktop plates renewed and eight tanktop plates joined in place.

Top side tanks:- (p & s):

No. 1 Topside tanks (p/s): bottom stake of plating renewed over full length. A great number of floors, brackets and lugs renewed.

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			
	1 st Bower.													If Poland state name of Portance		
	2 nd "															
	3 rd "															
	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^o 2 top side tanks (P.T.S.): Bottom stake of plating renewed over part length. A great number of floor brackets and legs renewed.

N^o 3 top side tank (p & s): bottom stake of plating renewed over part length. A great number of flood, brackets and lugs renewed. Both tank ends of port N^o 3 top side tank partly renewed.

Qv.

(See 1st Cont^y)

1st Contⁿ)5/5 " P.L.M. 12 "

N° 4 top side tanks (P & S): bottom stake of plating renewed over part length. A number of floors, brackets and lugs renewed.

Water tight bulkheads:-

N° 1 fore peak tank: lower part of bulkhead plating renewed.

N° 2 fore peak tank: two bulkhead plates renewed and two bulkhead plates partly renewed.

N° 1 hold fwd. bulkhead: four plates renewed, one plate partly renewed and four bulkhead stiffeners renewed.

N° 1 hold after bulkhead: one plate renewed and nine plates partly renewed.

N° 2 hold after bulkhead: lower part of bulkhead plating renewed (height about 8').

N° 3 hold after bulkhead: three vertical stakes of plating renewed and five plates partly renewed.

N° 4 hold after bulkhead: ten plates partly renewed.

After peak tank: all tanktop plates except stringer plates renewed. All deckbeams renewed. Several bulkhead brackets and beam brackets renewed. Two wash plates renewed.

Stringer (P & S) partly renewed.

D.B. tank under boilers (P & S): a great number of floors and intercostals cropped and upper parts renewed.

Holds:

A number of cantilever frames of the topside tanks (P & S) renewed or strengthened with reverse frames.

A number of shell frames (P & S) faired in place.

Chain locker: centre bulkhead plating partly renewed and stringers (P & S) faired.

Coal shoot: saddle plating renewed.

Aux. boiler casing: all casing top plates renewed and lower part of bulkhead plating renewed (S.S.)

Main deck: Starboard side: abreast of coal shoot: two stringer plates and one deck plate renewed and two deck plates abreast of bunker hatch renewed.

Port side: two stringer plates and one deck plate abreast of coal shoot renewed and two deck plates abreast of bunker hatch renewed.

Poop deck in way of port alley way: deck plating partly renewed.

Plating of stools under fore and after masts partly renewed.

E.R. skylights and fidely closing appliances repaired as found necessary.

CW.

2nd Contⁿ)