

DISCLOSED
SECTION
No. 621

Part 8.

(Received at London Office 13 MAY 1955)

No. 3878

REPORT OF SURVEY FOR REPAIRS, &c.

msy

Date of writing Report 2nd May 1955 When handed in at Local Office 19 Port of HAMBURG

No. in Survey held at Cuxhaven Date, First Survey 26th Dec. 54 Last Survey 30th January 19 55

Reg. Book 73458 on the ~~Wash~~ ~~Iron~~ Steel S. S. EX "PETRA" N/N (RENSAN)

73458 Built at Hoboken By whom Chant Nav. Anversois When 1906 MONTH 9

TONNAGE: GROSS 1371 Owners Rederi A/B Tre Kronor Owners' Address -

UNDER DECK 1032 Managers Fallenius & Lefflers A/B (If not already recorded in Appendix to Register Book)

NET 793 Port belonging to Halmstad

Surveyed Afloat or in Dry Dock? BOTH Name of Ship Märsfeldtwerft Destined Voyage

Call DBor DBa feet: uE&B feet: f feet

Capacity tons/FPT tons: APT tons: MT feet tons

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).

* 100 A1 * LMC 3.52

11.54 Got BS 8.54

ss Skm.-6.48(Dr) TS CL 7.50

ss Sbg.-7.52

Cargo battens not fitted.

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? Under writer

RS, OR EXAMINATION AS PER RULE FOR Damage to the hull stated to have been caused through heavy

weather on the voyage through the Baltic Sea in the month of December, 1955 and towed with

tug assistance from anchorplace abreast St. Peter Ordning to Cuxhaven.

Done:- Ship placed on slipway, shellplating, sternframe and rudder examined.

Examined:- All holds, coal bunkers, engine and boiler spaces, tunnel, weather decks, machinery

and other casings, superstructures, hatchways, steering arrangements, windlass,

ventilator coamings, masts and rigging.

Examined Internally and Tested:- No.2 and 3 double bottom tanks (p.&s.).

Found:- The steering gear and steering position out of action. Rudder pintles slack and worn.

Bower anchor (p.s.) and three lengths of chain cables lost. A few shellrivets (s.s.)

in way of engine room leaking. p.t.o.

TABLE OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

Renewed ...

Renewed and Patched or Repaired

Repaired or Repaired in place

PRESENT CONDITION OF THE

Satisfactory

Condition of Decks

Condition of Frames

Condition of Bottom Plating

Condition of Tanks

Condition of Engine Room

Condition of Hull

Condition of Masts

Condition of Rigging

Condition of Sails

Condition of Anchors

Condition of Buoys

Condition of Lights

Condition of Signals

Condition of Horns

Condition of Whistles

Condition of Bells

Condition of Gongs

Condition of Claws

Condition of Hooks

Condition of Rings

Condition of Pins

Condition of Nails

Condition of Screws

Condition of Bolts

Condition of Washers

Condition of Spacers

Condition of Locks

Condition of Keys

Condition of Handles

Condition of Levers

Condition of Controls

Condition of Instruments

Condition of Gauges

Condition of Meters

Condition of Switches

Condition of Buttons

Condition of Knobs

Condition of Sliders

Condition of Rotaries

Condition of Levers

Condition of Controls

Condition of Instruments

Condition of Gauges

Condition of Meters

Condition of Switches

Condition of Buttons

Condition of Knobs

Condition of Sliders

Condition of Rotaries

Condition of Levers

Condition of Controls

Condition of Instruments

Condition of Gauges

Condition of Meters

S. S. "P E T R A"

Shellplating (p.& s.) in several places indented. Upperdeck damaged in way of ventilator coaming (s.s.) in way of aft mast.

Centre girder aft in No.2 and 3 double bottom tanks leaking under pressure.

Foremast lost, aft mast broken and removed. Ventilator coaming bent on bridge front and cowls damaged. Ventilator coaming (s.s.) aft buckled and adrift. A number of vent cowls damaged. Lifeboat (p.s.) missing and aft davit twisted. Guard rail on Forecastledeck bent and adrift.

The centre girder in Nos. 2 and 3 double bottom tanks made tight.

After this all work on the vessel was suspended. It is understood the vessel has now been sold to Messrs. A. Harmsdorf of Hamburg. She has been towed from Cuxhaven to Travemünde and we have now been informed that it is the intention of the new Owners to class the vessel with the Germanischer Lloyd.

Condition of Class:- 75 fms 3 3/4 in. stream wire (supplied Mmo. 8.54) to be verified with test certificate at earliest opportunity. Nothing done at this time.

Endorsement of Class:- Nil.

NOTE:-

In addition to the above survey the vessel was visited and consultations held with a view to the vessel being towed to the port of Hull with a cargo of timber, but this proposal was later abandoned.

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 "																
	Collecting Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd.

If Patent, state name of Patentee.

If Stocked, state Mechanical Test.

* 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 Goyring 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.