

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24. 12. 1956 When handed in at Local Office 24. 12. 1956 Port of Aden.
No. in Survey held at Aden. Date, First Survey 17. 12. 56 Last Survey 19. 12. 1956
Reg. Book Three
62151 on the ~~XXXXXX~~ Steel Tw. Sc. "GUMHURYAT MISR"

TONNAGE : Built at Bkn. By whom Cammell Laird & Co. Ltd. When 1928 MONTH 10
GROSS 7830 Owners Khedivial Mail Line S.A.E. Owners' Address -
UNDER DK. - Managers -
NET 4655 Port belonging to Alexandria

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - 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. 4935. Port DJA

Medical 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.

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. No damage

Last damage caused by material wastage) Was a damage report made by anyone else? ~~XXXXXX~~ No.

PAIRS, OR EXAMINATION AS PER RULE FOR Main mast condition.

Interim Certificate issued, copy attached.

How done. Survey confined to examination of broken main mast. Stated to have occurred whilst discharging cargo at this port.

Upon examination it was found that the upper section of the main mast had broken off in line with the platform of the steaming light, approximately five feet below the wood top mast.

The steel plating in the vicinity of the fracture was considerably wasted due to internal corrosion, and this in my opinion was responsible for the breakage. The wood topmast in the vicinity of the steel mast was spongy and decayed.

The band for supporting the wire rope guy stays was on the broken section of the steel mast. The repairers at this port declined to fit a steel band on the remaining upper section/over..

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 or Repaired								
Faird or Repaired in place								
PRESENT CONDITION OF THE								
Bulkheads					Engine Room Skylights			Copper, or Y.M. (State if on Felt.)
Ceiling					Coal Bunkers, Openings, Covers, &c.			When fitted, Month Year
Cement or Asphalt					Oil Bunkers			Boats
Rudder					Scuppers			Masts, Yards, &c. Efficient (see Rpt.)
Steering gear and its connections					Cargo Hatchways			Condition, how ascertained (State if wedges removed.)
Windlass					Hatches			Equipment letter
Have pumps been examined and found efficient?					Planking			Anchors, No. of
Have Sluice Valves been examined and found efficient?					Caulking			Cables (State if now ranged)
Have Watertight Doors been examined and found efficient?					Treenails			length mean diamr. (on board.)
Have Ventilators and their Coamings been examined and found efficient?					Breasthooks & Stemson			Rule length size
Air and Sounding Pipes					Transoms, Pointers & Crutches			Chain Locker
Doubling Plates under Sounding Pipes					Timbers of Frame at openings			Hawsers & Warps
					Stringers, Clamps & Shelves			Standing and Running Rigging
					Salting			Sails
					State if examined			

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 without fresh record of survey.
Subject to the main mast upper section being repaired as necessary on the vessels arrival at Suez before the end of January, 1957 and, to any outstanding requirements being dealt with as previously recommended.

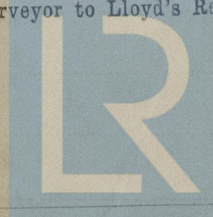
Fee (per Section 23) £ 9 : 9 : 0 Fees applied for, 21. 12. 19. 56
Damage or Repair Fee (if any) £ : : :
Expenses (if chargeable) £ : 4 : 0 Received by me, 19.
Surveyor's Fee (if any) £ : : :
Atttee's Minute. 21 DEC 22 1957

Acter Assigned

Noted for Header

As above Subject

U.P. Watson
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

cc8759-008764-0227

