

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 16th June 1938 When handed in at Local Office 14th June 1938 Port of Copenhagen  
No. in Survey held at Copenhagen Date, First Survey 7th June 1938 Last Survey 12th June 1938  
Reg. Book. (No. of Visits 5)

37140 on the Wood, Iron or Steel Twin 'ARGUS'  
TONNAGE:— Built at Copenhagen By whom Ad. Burmeister & Wain When 1937 - 11  
GROSS 9512 Owners Nyphen Shipping Ltd. S. S. Owners' Address  
UNDER DK. 8778 Managers Morvold Shipping Agency Port belonging to Panama  
NET 8874

Surveyed Afloat or in Dry Dock? Both Name of Dock Enkberg Destined Voyage ✓  
WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 11762 Port Got

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 Offered to owner.

Not required.

Was a damage report made by anyone else? If so, by whom? None made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Damage stated to have been caused by collision with the M/S "Inkosi" on the 8th March 1938 on a voyage from Rotterdam to Corpus Christi, also S.R. List.

Now done: The vessel placed on floating dock; the bottom, stern frame and midship cleaned, examined and coated. The steering gear and midships examined as per Rules.

Damage repairs now effected:

Shell plating, port side. (Plates counted from aft).

K- stroke, plate No 7, removed, faired and replaced.

1 Doubling plate at same plate, removed, faired and replaced.

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	<u>2</u>							<u>Please see report.</u>
Removed and Faired or Repaired	<u>3</u>							
Faired or Repaired in place	<u>3</u>	<u>5</u>						

## PRESENT CONDITION OF THE

Decks	<u>Good</u>	State if Tanks have been examined inside	<u>No</u>	Air and Sounding Pipes	<u>✓</u>	Copper, or Y.M. of Wood Vessels	<u>✓</u>
Caulking of Decks	<u>Good</u>	State if Tanks now tested	<u>See report.</u>	Dblg. Plates under Sounding Pipes	<u>✓</u>	(State if on Vell).	<u>✓</u>
Coamings	<u>Good</u>	Bulkheads	<u>✓</u>	Engine Room Skylights	<u>Good</u>	When put on, Month	<u>Year</u>
Beams & Fastenings	<u>Good</u>	Ceiling	<u>✓</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>✓</u>	Boats	<u>✓</u>
Outside Plating	<u>✓</u>	Cement or Asphalt	<u>Good</u>	Oil Bunkers	<u>✓</u>	Masts, Yards, &c.	<u>Good</u>
" " in way of sidelights	<u>✓</u>	(State which.)	<u>Good</u>	Scuppers	<u>✓</u>	Condition, how ascertained	<u>From deck.</u>
Breasthooks	<u>✓</u>	Rudder	<u>—</u>	Cargo Hatchways	<u>Good</u>	(State if wedges removed)	<u>✓</u>
Transoms	<u>✓</u>	Steering gear and its connections	<u>—</u>	Hatches	<u>—</u>	Sails	<u>✓</u>
Frames	<u>✓</u>	Windlass	<u>—</u>	Planking of Wood Vessels	<u>✓</u>	Equipment letter	<u>✓</u>
Reverse Frames	<u>✓</u>	Have pumps now been examined and found efficient?	<u>No</u>	Caulking	<u>ditto</u>	Anchors, No. of	<u>3 B. 15.</u>
Longitudinals	<u>✓</u>	Have Sluice Valves now been examined and found efficient?	<u>✓</u>	Treenails	<u>ditto</u>	Chain Locker	<u>✓</u>
Transverses	<u>✓</u>	Have Watertight Doors now been examined and found efficient?	<u>No</u>	Breasthooks & Stemson	<u>ditto</u>	Cables (State if now ranged)	<u>No</u>
Floors	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Transoms Pointers, & Crutches	<u>ditto</u>	" length	<u>✓</u>
Keelsons	<u>✓</u>			Timbers of Frame at openings	<u>ditto</u>	" (on board)	<u>✓</u>
Stringers	<u>✓</u>			Ditto Ditto at other places	<u>ditto</u>	" Rule length	<u>✓</u>
Inner Bottom Plating	<u>✓</u>			Stringers, Clamps & Shells	<u>ditto</u>	Hawser & Warps	<u>✓</u>
				Salting (State if examined.)	<u>ditto</u>	Standing and Running Rigging	<u>✓</u>

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in our opinion to remain as now classed in the Register Book with fresh record of survey 1st, 6, 38 without conditions.

Survey Fee (per section 20) ✓ Ki. ✓  
Special Damage or Repair Fee (if any) ✓ Ki. 375.00  
(per sec. 20)  
Travelling Expenses (if chargeable) ✓ Ki. 17.00  
LATE FEE ✓ Ki. 65.00  
Second Surveyor's Fee (if any) ✓

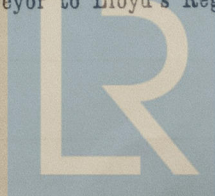
Fees applied for,  
June 17th 1938.

Received by me,  
19.

T. Widen for self and Mr. S. Hjerppe.  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

1000 A 1 Spl. Cond.  
Car: pet. in bulk



Lloyd's Register  
Foundation



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Port of

Continuation of Report No. 11872 dated June 17<sup>th</sup>, 1938, on the  
RGUS, No 37140 in the Register Book.

Permanent repairs on return (collision): Permanent repairs now carried out as per Damage repairs above.

T. Widener

## ANCHORS.

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

[illegible]

The No 5 side tank, port side and the cofferdam aft of same, also the cross bunker, port side, forward of the engine room, tested with water pressure as per Rules in way of repairs effected and found satisfactory.

All removals for access refitted as found.

Continued.