

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 6.8.1952 When handed in at Local Office... 19... Port of HAMBURG
No. in Survey held at HAMBURG Date, First Survey and Last Survey 21st July 1952
Reg. Book. on the ~~Wood, Iron or Steel~~ M.V. "MOSOIL" (Deutsche Werft A.G. Yard No. 640)
(No. of Visits one)

TONNAGE: — Built at Hamburg By whom Deutsche Werft A.G., When 1952 MONTH 8
GROSS 11.349
UNDER DK 9839 Owners Compagnia Navigation de Martora S.S. Owners' Address —
NET 6713 Managers — Port belonging to Panama City
(If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Werft Destined Voyage —

Cell DBor DBa — feet; uE & B — feet; f — fee }
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. — 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? —

REPAIRS OR EXAMINATION AS PER RULE, FOR DAMAGE TO RUDDER AND RUDDER STOCK DURING LAUNCHING on 19th July 1952.

NOW DONE FOR HULL: —

Vessel examined afloat after launching and in drydock on 21st July 1952.

After it was noted that the steadying wires fitted to the rudder for launching purposes, and also the cement in way of coupling bolts were broken it was recommended to place vessel in drydock for further examination.

The rudder stock was found slightly bent but no damage was noted to the rudder or the stern-frame both of which are fabricated by E.W.

It was recommended and agreed however to remove the rudder and rudder stock and replace both of these with rudder and stock prepared for a sister vessel Yard No. 645. This has been carried out and the damaged rudder stock straightened and rudder retested prior to installing in ship No. 645. pto.

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

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " In way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors. No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		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, in our opinion, in efficient condition and it is being recommended she be classed

* 100 A1 "Carrying Petroleum in Bulk", * LMC and T.S.(CL) as contemplated.

Survey Fee (per Section 29) £	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) £	:	:	10
Travelling Expenses (if chargeable) £	:	:	Received by me,
Second Surveyor's Fee (if any) £	:	:	10

FRI. 24 OCT 1952

Committee's Minute
Character Assigned. See minute on Ham E.E. Rpt 2023

Surveyor to Lloyd's Register of Shipping.

NOW DONE FOR MACHINERY: -

A. K. K. K.

ANCHORS.

Number of Certificate.	Anchor.*	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																

If Patent state name of Patent.

If Stockless, 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 Copying 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.