

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 4th November 1949 When handed in at Local Office... 19...  
 Port of Bremerhaven  
 No. in Reg. Book. 18164 Survey held at Bremen Date, First Survey 1st Sept. Last Survey 27th Oct. 1949  
 on the Wood, Iron or Steel S.S. "MARKAB" (No. of Visits... 10...)

TONNAGE :- Built at Sunderland By whom Bartram & Sons, Ltd. YEAR 1945 MONTH 2  
 GROSS 7310  
 UNDER DK. 5686 Owners Bury Hill Shipping Co. Ltd. Owners' Address  
 NET 5094 Managers Phoecean Ship Agency Ltd. (If not already recorded in Appendix to Register Book)  
 Port belonging to Sunderland

Surveyed Afloat or in Dry Dock? both Name of Dock A.G. Weser, Bremen 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. 25236. Port Ant

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.

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 Yes.  
 Society's Freeboard (if assigned) as painted on Ship and now verified } 11 ft. 5 ins.  
 but not requested. Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conversion to Oil Fuel. Structural Alterations. Docking and Damage Survey.  
 Conversion: While lying afloat at A.G. Weser, Bremen. In accordance with approved plans, dated 29-9-49.  
 Nos. 2, 3, 4, and 7 tanks p. & s. examined internally and externally. Keelson plate solid. Tanks tested to height of freeboard deck. Tank tops of welded construction and of sufficient thickness with no wood ceiling. Wing store rooms in engine room converted to settling tanks.  
 Starboard settling tank forward end, overhang was additionally stiffened with 3 brackets spaced evenly, connecting corrugated end plate, bottom overhung plate and transverse stiffener, plates approx. 3'-0" x 2'-6" x 0.4".  
 Port settling tank overboard discharge pipe trunked in.  
 Settling tanks, top and after bulkhead wood insulated, engine room, galvanised light plating with 2 1/2" air space on inboard side. After bulkheads port and starboard fitted with collector gutters led to bilges.

PRIMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE	Parts	Condition	Notes
Bulkheads	good, see report	good	
Ceiling			
Cement or Asphalt	good	good	
Rudder	good	good	
Steering gear and its connections	good	good	
Windlass	good	good	
Have pumps been examined and found efficient?	yes	yes	
Have Sluice Valves been examined and found efficient?			
Have Watertight Doors been examined and found efficient?	yes	yes	
Have Ventilators and their Coamings been examined and found efficient?	yes	yes	
Air and Sounding Pipes	yes	yes	
Doubling Plates under Sounding Pipes	yes	yes	
Engine Room Skylights	good	good	
Coal Bunkers, Openings, Covers, &c.			
Oil Bunkers	good	good	
Scuppers	good	good	
Cargo Hatchways	good	good	
Hatches	good	good	
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	good	good	
Masts, Yards, &c.	good	good	
Condition, how ascertained			(State if wedges removed.)
Equipment letter	a	2	
Anchors, No. of	3 and 1	s	
Cables (State if now ranged)	no		
" length		mean diamr.	
" (on board)			
" Rule length		size	
Chain Locker			
Hawsers & Warps	sufficient		
Standing and Running Rigging	efficient		
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 be maintained as now classed with fresh record of docking 10/49, and removal No. 2 aft bulkhead.

Survey Fee (per Section 29) £ 38 : 8 : - Fees applied for, 19  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ : : -  
 Travelling Expenses (if chargeable) £ 12 : : -  
 Second Surveyor's Fee (if any) £ : : -  
 Committee's Minute. FRI. 9 DEC 1949  
 Received by me, J. H. Clancy, Surveyor to Lloyd's Register of Shipping.

Character Assigned: 10.49 Bremen subject (H) Write Bx (H) (with endorsement) without upl Cond. (M) Fitted for oil fuel 10.49 F.P. above 150° F.  
 20m. 8.17. Transfer Ink. (The Surveyors are requested not to write on or over this page.)  
 Is Certificate required? If so, to be sent to 010445-010501-0305

