

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 Survey held at Bremen
Reg. Book.

Date, First Survey 1st Sept.

Last Survey 27th Oct.

1949

18164 on the Wood, Iron or Steel S.S. "MARKAB"

(No. of Visits eleven)

TONNAGE :-

GROSS 7310

UNDER DECK 5686

NET 5094

Built at Sunderland

By whom Bartram & Sons, Ltd.

When 1945

MONTH 2

Owners Bury Hill Shipping Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers Phoebean Ship Agency Ltd.

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 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 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. Yes,

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.

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 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 Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Keelsons good	Bulkheads good, see report	Engine Room Skylights good	Copper, or Y.M. (State if on Felt) When fitted, Month Year
Plating of Decks good	Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats good
Platings good	Cement or Asphalt good	Oil Bunkers good	Masts, Yards, &c. good
Rivets & Fastenings good	Rudder good	Scuppers good	Condition, how ascertained (State if wedges removed.)
Side Plating good	Steering gear and its connections good	Cargo Hatchways good	Equipment letter a 2
" in way of sidelights good	Windlass good	Hatches good	Anchors, No. of 3 and 1 s
Transverse Frames good	Have pumps been examined and found efficient? yes	Planking	Cables (State if now ranged) no
Longitudinals good	Have Sluice Valves been examined and found efficient?	Caulking	" length - mean diamr. - (on board.) -
Decks good	Have Watertight Doors been examined and found efficient? yes	Treenails	" Rule length - size -
Transoms good	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	Chain Locker
Bottom Plating good	Air and Sounding Pipes yes	Transoms, Pointers & Crutches	Hawsers & Warps sufficient
the Tanks been examined internally? see report	Doubling Plates under Sounding Pipes yes	Timbers of Frame at openings	Standing and Running Rigging efficient
the Tanks been tested? see report		" at other places	Sails
		Stringers, Clamps & Shelves	
		Salting	
		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 as No. 1-38."

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,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	19
Travelling Expenses (if chargeable)	£ 12 : -	Received by me,
Second Surveyor's Fee (if any)	£ :	19
Committee's Minute	FRI. 9 DEC 1949	

Character Assigned

Write B (H.M.)

10.49 Bremen

subject (H)

(with endorsement) without upl. Cond. (M)

Fitted for oil fuel 10.49 F.P. above 150° F.

Surveyor to Lloyd's Register of Shipping.

© 2021

Lloyd's Register of Shipping

Is Certificate required? If so, to be sent to

5030-105010-54010

No. 3 aft bulkhead out away in lower hold and tween deck, at frame No. 75 and cantilever stiffening arrangement with face plate welded to bilge bracket, frame, upper remaining part of bulkhead and hold division plate. Tween deck 2 pillars fitted.

Tween deck at frame new bulkhead fitted with stiffeners. W.T. door opening, placed inboard and not as shown on plan on account of obstruction by ash chute pipe.

Bilge piping passing through bulkhead at frame No.68, opening made watertight.

Docking Survey: Vessel placed in dry dock, bottom of rudder cleaned, examined and coated, after effecting damage repairs. Hatchway, ventilators, coamings, deck and general equipment examined and found in order.

Freeboard markings checked.

No.1 Tank several leaky rivets in keel plate and A strakes port and starboard. Approx. 50 rivets renewed.

A3 small indent between frames 131/32.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

If Patent state name of Patent.
 If Stockless, state Mechanical Test.

CHAIN CABLES.

[illegible]

Forepeak examined internally, tested, no damage.

The forepeak and No. 1 Tanks were cleaned for examination.

Present condition of vessel, good.

SRL: Repairs in way of stern frame and boss plate examined.