

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8/6/49 When handed in at Local Office 15 JUN 1949 Port of HULL

No. in Reg. Book 74762 Survey held at Hull Date, First Survey 27/8/48 Last Survey 3/6/1949

on the Wood, Iron or Steel, So "Serbistan" Built at Baltimore Md By whom Bethlehem Fairfield Inc When 1944

TONNAGE: GROSS 7239 UNDER DK 6683 NET 5197 Owners Strick Fine Ltd Owners' Address London

Managers F.C. Strick & Co Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock King George Dock Destined Voyage

Cell D Bor D Ba feet; uE & B. feet; f. feet total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report, No. B.C. Summary Port No 2163

(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.

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, Locking, & Damage.

New done:- On account of damage stated caused by (1) Striking barges at Basrah 7/3/49 (2) Grounding at Basrah 15/3/49 (3) Striking jetty whilst shifting berth at Basrah 15/3/49 (4) Heavy weather between 9 & 17/5/49 whilst on passage from Port Said towards Hull.

Vessel placed in dry dock on account of damages (2) & (3) & the hull plating & rudder cleaned, examined, found in good order, & recoated.

SUMMARY OF DAMAGE REPAIRS: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items

PRESENT CONDITION OF THE Decks, Bulkheads, Engine Room Skylights, Caulking of Decks, Ceiling, Coal Bunkers, Openings, Covers, &c., Oil Bunkers, Coamings, Cement or Asphalt, Rudder, Scuppers, Satisfactory, Cargo Hatchways, Steering gear and its connections, Windlass, Hatches, Have pumps been examined and found efficient?, Have Sluice Valves been examined and found efficient?, Have Watertight Doors been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Doubling Plates under Sounding Pipes, Engine Room Skylights, Satisfactory, Copper, or Y.M., When fitted, Month, Year, Boats, Satisfactory, Masts, Yards, &c., Condition, how ascertained, from deck, Equipment letter, Anchors, No. of 3B-15, Cables (State if now ranged), No, length, mean diam., Rule length, size, Chain Locker, Hawser & Warps, Sufficient, Standing and Running, 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, so far as now seen, is eligible in my opinion to remain as now classed in the B.C. Register Book, with fresh record of Survey 6.49; subject to items previously listed (B.C.) being dealt with as recommended, also to indicated side & bottom shell plating etc being dealt with at next special survey.

Survey Fee (per Section 29) Damages 10 : 10 : 0 Fees applied for, 19, Received by me, 19, Special Damage or Repair Fee (if any), Travelling Expenses (if chargeable), Second Surveyor's Fee (if any)

Committee's Minute, Character Assigned, See Mch. 13684

29 JUN 1949 Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

M.L. 2008.8.11-Transfer Int. MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Steel Sc. "Serbistan"

Hull Damage Survey (continued):—

Damage (1):—Shell plating found set in locally as follows:—
 Port side fore:— 3rd stroke below sheer N^o 3 & 4, & Ath stroke below sheer N^o 4 plates, all set in locally.
 Starb side fore:— 3rd stroke below sheer N^o 4 plate set in locally several places & 1 frame in way slightly buckled.
 No repairs considered necessary at this time & it is recommended these items be dealt with as necessary at the next S.S.

Damage (2):—Bottom shell plating found set up locally on Starb side on A 6, 7, 8 & 9 & adjacent B stroke seams. No repairs considered necessary at this time & it is recommended these items be dealt with as necessary at the next S.S.
 Seams & rivets in way of fore keel plates also around propeller boss plating, found leaking & now E.W. or recaulked as necessary. Port hidge keel buckled badly, released & fixed in place.

Damage (3) Starb side fore shell plate N^o 3 in 2nd stroke below sheer, set in locally. No repairs considered necessary at this time & it is recommended this item be dealt with as necessary at next S.S.

Damage (4) Rudder lifted & worn bushes on bottom pinette renewed. Several local fractures on rudder plating rewelded.

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

ANCHORS.

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

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stata-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Iron Stream Chain }
or Steel Wire }

Rudder clasp bearing (worn) renewed. Rudder carrier cord fees found scored; both fees skinned up & carrier realigned. Steering gear tried over under steam on completion, & found satisfactory. 3 broken sidelight glasses renewed in after crew accommodation.

Condition & Working:—The decks, coverings, hatches, vents & coamings, mullars & steering gear & general equipment, all generally examined and ^{all} ~~condition~~ ^{sheet}

Steel Sc. "Serbistan"

Hull Survey (continued):—

found or placed in satisfactory condition. (Vessel last seen in dry dock 2/6/49).

Outstanding damages & recommendations:— (See letter of 26/5/49 from W. J. Thomson Esq. Office, Glasgow).
 "Smith Shields 9/48:— N^o 3 hold tween deck fore bulkhead, Port side 2nd stiffener from center line to be fixed in place.
 Starboard N^o 4, 12, 13 & 15 tween deck frames from fore to be fixed in place.
 N^o 5 hold tween deck frames Port side N^o 1, 12 & 13 and Starb side N^o 12, 13, 14 & 15, to be fixed in place.
 All to be carried out at Owner's convenience.
 1 length of anchor cable to be placed on board."
 Nothing done at this time towards dealing with the above items; the surp states these will be carried out at next special survey.

"Borrah 3/49:— backing (grounding)."
 This item has now been dealt with as per foregoing report.
 AUB. E.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

