

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th August, 1957 When handed in at Local Office 24th Aug. 1957 Port of EMDEN
 No. in Reg. Book 00359 Survey held at Emden Date, First Survey 30th April Last Survey 19th August, 1957
 on the XXXXXXX Steel S.S. "AFRICAN BARON" (No. of Vessels 22)
 Built at Portland, Maine By whom Todd-Bath Iron S.B. Corp. When 1942 MONTH 9
 Owners West African Navigation Ltd. Owners' Address --
 Managers -- Port belonging to Monrovia/Liberia.

TONNAGE — 7166
 GROSS 7166
 UNDER DECK 4310
 NET 4310
 Surveyed Afloat or in Dry Dock? both Name of Dock Emden 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. 5585 Port Ham

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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.

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

CHARACTER. Date of Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+ 100 A1 with</u>	<u>+ LMC</u>
<u>Red.</u>	<u>Engines 6/55</u>
<u>S.S. Ham. 7/56</u>	<u>Boilers 6/56</u>
<u>Docking 6/56</u>	<u>TS CL. 6/56</u>
	<u>SPS. 7/51</u>

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.

Society's Freeboard (if assigned) as 10 ft. 6 1/2 painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? Underwritten

PAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE, DOCKING, ANNUAL FREEBOARD SURVEY AND ALTERATIONS

DAMAGE stated caused by striking an underwater object on the 28th April, 1957, whilst on voyage Hamburg to Bombay in loaded condition.

Now Done:— Vessel placed in floating drydock, bottom, sides, sternframe and rudder cleaned and examined.

Damage located at Nos. 2 and 4 upper deck hatch corners, and bottom shell, found pierced and torn in four places, in way of No. 1 DB. tank port; Nos. 1 and 2 DB's; Nos. 2, 3, 4, and Nos. 6 and 7 double bottom tanks starboardside.

Shell plates numbered from forward.

FOUND

Keel No. 5 plate torn

Keel No. 6 plate torn

PERMANENT REPAIRS

Part renewed } in one plate.
 Part renewed }

ETO.

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	11 & 1 PART	27 PART	14 PART	35 PART	—	1 PART	—	
Removed and Faired or Replaced	—	—	—	—	—	—	—	As per report
Faired or Replaced in place	3	2	2	10	—	—	—	

PRESENT CONDITION OF THE

Good	Bulkheads <u>in N.R.</u>	Good	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Febr.)
Good	Ceiling <u>Good</u>	Good	Coal Bunkers, Openings, Covers, &c. <u>None</u>	When fitted, Month Year
Good	Cement or Asphalt <u>Good</u>	Good	Oil Bunkers <u>Not examined</u>	Boats (standard) <u>Good</u>
Good	Rudder <u>Good</u>	Good	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Good	Steering gear and its connections <u>Good</u>	Good	Cargo Hatchways <u>Good</u>	Condition, how water-tight, from deck (State if welded or repaired)
Good	Windlass <u>Good</u>	Good	Hatches <u>Good</u>	Equipment letter
Good	Have pumps been examined and found efficient? <u>Not examined</u>	Good	Planking <u>Good</u>	Anchors, No. of
Good	Have Sluice Valves been examined and found efficient? <u>None</u>	Good	Caulking <u>Good</u>	Cables (State if new ranges) <u>Not ranged</u>
Good	Have Watertight Doors been examined and found efficient? <u>Not examined</u>	Good	Treenails <u>Good</u>	" length <u>Stated</u> diam. (on board.)
Good	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Good	Breasthooks & Stems <u>Good</u>	" Rye length <u>complete</u>
Good	Alt and Sounding Pipes <u>Good</u>	Good	Transoms, Pointers & Brackets <u>Good</u>	Chain Locker <u>not examined</u>
Good	Doubling Plates under Sounding Pipes <u>Good</u>	Good	Timbers of Frame at openings <u>Good</u>	Hawsers & Warps <u>sufficient</u>
			" " at other places <u>Good</u>	Standing and Running Rigging <u>Good</u>
			Stringers, Clamps & Shelves <u>Good</u>	Sails
			Salting <u>Good</u>	
			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, 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 is in efficient condition and eligible in my opinion to remain as Classed

with fresh record of docking, 7/57, subject to welded doublers at upper deck hatch corners No. 2 p. & s.f. and No. 4 p. & s. a. and p.f. being specially examined at next drydocking, also to set in shell plates A 20 and 21 s.s.a. etc. being dealt with as necessary by next Special Survey.

Survey Fee (see Section 23)	Docking	10. 0. 0.	Fees applied for
and Repairs (W.&T.)	Repairs (W.&T.)	5. 0. 0.	to L.R. 19/57
Special Damage or Repair Fee (if any) (see Section 23)		150. 0. 0.	
Travelling Expenses (if chargeable)		16. 0. 0.	
Second Surveyor's Fee (if any)			

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Not Examined (m)

DS 7.57 subject

(with endorsement) INS

Please pass to 465 Dept. (S King) T's 7.57 after classing etc.

Referred for comp. MBS

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 011757-F01785-223R

1,655. T. (MADE AND PRINTED IN ENGLAND.)

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A
Lloyd's Register
Cont'd....
011757-011765-0233

"AFRICAN BARON"Cont'd... FOUNDTEMPORARY REPAIRS

Owing to shortage of labour (riveters) welded doublers were fitted and whilst it is considered that the repair is efficient it is recommended that it be specially examined at next drydocking.

Shell - Starboardside aft

A strake Nos. 20 and 21 plates set up. Owners' Representative requested repairs be deferred as the double bottom tank in way (No. 8) was full of oil fuel. It is considered that the above defect does not impair the vessel's efficiency meantime but it is recommended that permanent repairs be carried out at next Special Survey.

Nos. 1, 2, 3, 4, 5, 6 and 7 double bottom tanks tested on completion and repairs found satisfactory.

DOCKING

Now Done:- Vessel placed in floating drydock, bottom, sides, sternframe and rudder (lifted) cleaned, examined, found or placed in efficient condition and recoated. Decks, casings, machinery spaces, general equipment, steering gear and windlass generally examined.

Annual Load Line Survey carried out - Rpt. C11 (b) forwarded.

REPAIRS (W. & T.)

Rudder bottom gudgeon rewooded. Rudder steadiment bearing bush renewed.

A number of hatch covers renewed. Storm valves overhauled. Guard rails repaired as necessary. Air pipes plugs renewed as necessary. A few sidescuttles glasses renewed.

ALTERATIONS

Upper deck coaling hatches port and starboard abreast fiddley casing removed, dispensed with, and openings in deck efficiently plated over.

Rpt. C11 (cont'd.) placed on board - copy forwarded herewith.

NOTE FOR REGISTER BOOK

Cargo battens now fitted.

Net Tonnage:- 4310

SRL:- - Nil.

ENDORSEMENTS Wavy bottom plating and bilge plating (p. & s.) pitted specially examined and found to continue efficient.

Vessel undocked 26th July, 1957.

noted for file
20/9/57

Subs, Memo 118
in Rb