

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st. June, 1949

When handed in at Local Office

No. in Survey held at ALEXANDRIA

Port of ALEXANDRIA

Date, First Survey 13th. June Last Survey 20th. June, 1949.

56439 on the ~~Wood-Iron or Steel~~ Screw Steamer "DANUBIAN"

TONNAGE:-

GROSS 2728

UNDER DK 2576

NET 1747

Built at Stockton

Owners A. Kambanis

Managers

By whom Ropner & Son.

When 1898

MONTH. 7

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Panama

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

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.

23/ Last Report, No.

BC

Port

Summary No?

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(Including date of N.B., if any).

B.C.

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. See London's cablegrams dated 26th. May & 17th. June, 1949.

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 painted on Ship and now verified } ft. ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR CONFIRMATORY SURVEY & FREEBOARD RENEWAL.

Now done:

Attended on vessel whilst lying afloat in Alexandria Harbour; generally examined:

Steelwork throughout Nos. 1, 3 & 4 holds and bilges, fore and after peak tanks, and dry tank below boilers internally.

Steelwork throughout engineroom and tunnel spaces, and bridge bunker space generally examined.

Steelwork throughout crossbunker, & port and starboard bunker spaces, examined as far as practicable, whilst partly full of coal.

Side shell plating above light load line generally examined.

All decks, housings, casings, coamings, ventilators, covers and plugs, and fastening arrangements examined.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Good	Bulkheads	Good as seen	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)
"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month Year
"	Cement or Asphalt	"	Oil Bunkers	"	Boats
"	Rudder	"	Scuppers	Good	Masts, Yards, &c.
Good as seen	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained from deck. (State if wedges removed.)
"	Windlass	"	Hatches	"	Equipment letter
Good	Have pumps been examined and found efficient?	No	Planking	"	Anchors, No. of 4B 1S 1K
"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Cables (State if now ranged) No
"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	" length mean diam. (on board)
Good as seen	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	" Rule length size
"	Air and Sounding Pipes	Yes	Transoms, Pointers & Crutches	"	Chain Locker
"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Hawsers & Warps Good
As stated			" " at other places	"	Standing and Running Rigging Good
Tanks been examined internally			Stringers, Clamps & Shelves	"	Sails
Tanks been tested?	No		Salting (State if examined.)	"	

General Observations, Opinion as to Class, Recommendation, &c.:-

This vessel, as now seen

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."

is in good and efficient condition and eligible, in my opinion, to be classed in the Register Book "B.S. CLASSIFICATION CONTEMPLATED" (6 months).

(per Section 20) £ 20,000

Damage or Repair Fee (if any) £

Expenses (if chargeable) £ 1,250

Second Surveyor's Fee (if any) £

Fees applied for,

20/5/1949

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Class assigned by
B.C. Interim Committee
- see B.C. 6/11/8/49.

011890-011895-0264

Is Certificate required? If so, to be sent to

Windlass and steering gear generally examined.

In fore peak tank middle stringer, port side, Nos. 1,3 & 5 shell lugs (from bulkhead) found rust sprung, now re-riveted. No.2 angle lug renewed.

Eighteen wooden cargo hatch covers renewed.

The port and starboard side shell plating in 2nd. strake below sheer, show some pitting, but the general condition and maintenance, as far as now seen, appear to be good.

OK Map lecture

ANCHORS.

[illegible]

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

[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.