

13 JUL 1955

No. 36489



REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23/6/55 When handed in at Local Office 23/6/55 19
Port of Sunderland
No. in Survey held at Sunderland Date, First Survey Dec 31st 1954 Last Survey June 13 1955
Reg. Book 52620 on the Wood, Iron or Steel M.S. "AYIA MARKELLA" (No. of Visits 12)
TONNAGE Built at Sunderland By whom Barkham & Sons Ltd. When 1955 MONTH 6
GROSS 5451 Owners (C.M.L.) Maritime Co. Ltd. Owners' Address
UNDER DK 1112 Managers Port belonging to Chios
NET 4954

Surveyed Afloat in Dry Dock? Yes Name of Dock South Dock, Greenwells Destined Voyage
Cell D/Bor D/Ba 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. Port

Periodical Surveys, when held, must be reported in detail and *peritum* 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.

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. Yes not required.

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? Underwriters Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE FOR

Now done: Vessel placed in dry dock bottom & rudder cleaned, examined & coated.

Damage stated to have been caused by vessel contacting:-

1. Hendon Dock entrance on 15th Dec 1954.
2. South Dock entrance on 21st May 1955
3. " " " " 23rd " 1955.

Repairs now done due to damage:-

1. Port side aft. one shell plate renewed (G3) two shell plates faired in place (G4, G1)
three frames part removed faired & refitted.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2	✓	✓	✓	✓	✓	✓	
Removed and Faired or Repaired	✓	5	✓	✓	✓	✓	✓	
Faired or Repaired in place	6	✓	✓	✓	✓	✓	✓	2 Hankers brackets

PRESENT CONDITION OF THE

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

This report is forwarded for the information of the Committee.

Survey Fee (per Section 23)	£ 10 : 10 : -	Fees applied for, 12 JUL 1955
Special Damage Repair Fee (if any) (per Sec. 23)	£ 4 : 4 : -	Received by me, 19
Travelling Expenses (if chargeable)	£ 9 : 9 : -	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute TUESDAY 8 MAY 1956

Character Assigned See Minute on F.E. Rpt.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011947-011954-0030

2. Port side. Four shell plates faired in place. (H5, H6, H13, C13)
Starboard side. shell flange to discharge valve renewed.

starboard side. shell flange to discharge valve renewed.

3. Starbed side. One shell plate part renewed. (G13)

Two frames removed, faired & refitted.

Two tankside brackets faired in place.

John Hermin

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.	lbs.			
	1st Bower														If Patent, state name of Patentee.		If Stockless, state Mechanical Test.
	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.

[illegible]