

DISCLOSED SECTION 8

(Received at London Office 211 DEC 1956)

No. 9773

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12-12-1956 When handed in at Local Office 12-12-1956 Port of LE HAVRE

No. in Reg. Book 58012 Survey held at LE HAVRE Date, First Survey 3rd November Last Survey 16th November 1956 (No. of Visits 12)

on the Wood, Iron or Steel screw m/v "DONAI" Built at Kiel By whom Kieler Howaldtswerke When 1953 1
Owners Cie des Messageries Maritimes Owners' Address (It not already recorded in Appendix to Register Book)
Managers Port belonging to Dunkirk

TONNAGE :- Built at Kiel By whom Kieler Howaldtswerke When 1953 1
GROSS 9557 Owners Cie des Messageries Maritimes Owners' Address (It not already recorded in Appendix to Register Book)
UNDER DK. Managers Port belonging to Dunkirk
NET 5678

Surveyed Afloat or in Dry Dock? both Name of Dock No. 4 drydock Le Havre Destined Voyage N. Europa
Cell/D/Bor/D/Ba feet; uE & B feet; f feet; f e } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler Surveys
+100 A1	+ LMC N 1/53
carrying oil FP above	BS nd 1/53
150°F. or veg. oil in	TS CL 10/54
MT and veg. oil or	
latex in DT a	
Dking 5/56	

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. 1997 Port Ypoa.

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 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? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, repairs and modification to midship deep tank.
NOW DONE - Vessel placed in drydock, the bottom and rudder cleaned, examined and after repairs recoated.

Decks, housings and casings, doors and openings, masts and rigging, cargo hatches, coamings and covers, steering gear and connections, windlass, ventilators and coamings, deck and general equipment found or placed in order.

REPAIRS - Midship deep tank Port and Starboard sides now subdivided by longitudinal corrugated bulkhead efficiently stiffened by web-girder as recommended following submission of plans for approval. New bulkhead thickness 12 mm throughout. New hatch covers prepared and fitted, of robust construction, all fittings, valves etc. comply with paragraph 6 (Notes on deep tanks for edible oil and similar cargoes (Instructions to Surveyors)).

Tanks tested to Rule Requirements on completion with satisfactory results.

DAMAGE repairs and S.R.L. Repairs to bottom shell plating p.s.a. (fracture) dealt with by cropping and part renewing frames and floors dealt with as necessary. Hose test on completion. Please expunge from S.R.L. (Sketch attached) P.T.C.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2 part							
Removed and Faird or Repaired				2 part				
Faird or Repaired in place ...				2 part				

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		pt exd. good		good		(State if on Felt.)
Caulking of Decks	good	Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month	Year
Coamings	good	Cement or Asphalt		Oil Bunkers		Boats	good
Beams & Fastenings	pt exd. good	Rudder	good	Scuppers	good	Masts, Yards, &c.	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained fr. deck	(State if wedges removed.)
" " In way of sidelights	good	Windlass	good	Hatches	good	Equipment letter	e +
Frames	pt exd. good	Have pumps been examined and found efficient?		Planking		Anchors, No. of	3b + 1 s
Reverse Frames	good	Have Stillee Valves been examined and found efficient?		Caulking		Cables (State if now ranged)	yes
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		" length 550 m. mean diamr. 64	(on board.)
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" Rule length 550 size 65	
Floors		Air and Sounding Pipes	good	Transoms, Pointers & Crutches		Chain Locker	good
Keelsons		Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		Hawsers & Warps	efficient
Stringers				Stringers, Clamps & Shelves		Standing Rigging	good
Inner Bottom Plating				Salting	State if examined	Sails	
Have the Tanks been examined internally?	see Rpt						
Have the Tanks been tested?	see Rpt						

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is in good condition and 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."

is eligible in our opinion to remain as now classed with Record of Docking date 11/56 subject to conditions attached to vessel's class as previously recommended.

Survey Fee (per Section 23)	Fees applied for,	Received by me,
Deking £. 12.500--	19	19
Verification of Equipment 3.000--		
Modification deep tank 50.000--		
Special Damage or Repair Fee (if any) (per Sec. 23) Damage repairs 10.000--		
Travelling Expenses (if chargeable) Hav. 4000) £ 12.000--		
Special Attend. 7/11/56 (ou. 8000) £ 6.000--		
Second Surveyor's Fee (if any) IR 2500 LSS 3500-- £ 6.000--		

Committee's Minute
Character Assigned
FRIDAY 8 FEB 1957
Class with draw
d. Owners request
012646-012655-0135
For J. Grandison and self.
Resident Surveyor
Surveyor to Lloyd's Register of Shipping.
GENERAL COMMITTEE
Thursday 21st February 1957
Classing Committee's decision confirmed.

If so, is the Report sent now, or when will it be sent?

Certificate maintained by, sent to Owners

Other S.R.L. items specially examined and found efficient and repairs deferred.
 1 length of Re-tested Chain Cable Certificate No. HAV 1188 X has been verified on board.

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.

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.	lbs.	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.

Re-tested 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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
HAV 1188 X	27.8m	65mm	118.450 K		2225 K					ORIGINAL	A. VEILLE Le Havre 27/6/1956 Leslie S. STMS.

Iron Stream Chain }
or Steel Wire }

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Surveyed
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