

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th SEPT. 1955 When handed in at Local Office 14th SEPT. 1955 Port of BREMEN
 No. in Reg. Book 27018 Survey held at BREMERHAVEN Date, First Survey 6th SEPT. 1955 Last Survey 8th SEPT. 1955
 on the Woods, Iron or Steel S.O. M.V. "SEVEN SEAS" (No. of Visits TWO)
 TONNAGE Built at CHESTER, PA. By whom SUN S.B. & Dry Dock Co. When 1940 YEAR. MONTH.
 GROSS 12,594 Owners CARIBBEAN LAND & SHIPPING CORPORATION Address /
 UNDER DK. 8.423 Managers EUROPA CANADA LINE (if not already recorded in Appendix to Register Book)
 NET 8.423 Port belonging to BREMEN

Surveyed Afloat or in Dry Dock? IN DRYDOCK Name of Dock NORTH GERMAN LLOYD Destined Voyage CANADA - BREMERHAVEN

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. 1392 Port BNN

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 NONE

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).
<u>100 A 1 WITH FREE</u>	<u>LMC - CS - 5.53</u>
<u>BOARD - 10.54</u>	<u>DBS - 10.53</u>
<u>SS ROT. - 5.53</u>	<u>TS (CL) - 2.54 N.</u>
<u>CLASSED - 1.49</u>	<u>OIL ENGINE</u>

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, DAMAGE

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

REPORT NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? YES, BY UNDERWR. SURV.

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE AND DOCKING: (CHANGE OF FLAG)

1. DAMAGE

Damage alleged sustained by encountering heavy weather in May, 1955, whilst she was on her passage from Bremerhaven to Montreal and back from Montreal to Southampton in the North Atlantic.

NOW DONE FOR DAMAGE: Vessel placed in drydock, bottom and rudder cleaned, examined and found or placed satisfactory. Found flat keel plates and bottom plating of C and D strake on both sides in way of double bottom tanks nos 2, 3, 4, 5 and 5 A (amidships) indented but vessel's bottom tight. These indentations will in my opinion not affect the efficiency of the vessel but should be dealt with as recommended next Special Survey. See plan attached. No repairs done at this time.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	/	/	/	/	/	/	/	P.T.O.
Removed and Fair'd or Repaired	/	/	/	/	/	/	/	STERNFRAME E.W.
Fair'd or Repaired in place	/	/	/	/	/	/	/	

PRESENT CONDITION OF THE

Decks <u>GOOD</u>	Bulkheads <u>—</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. (State if on Felt.) <u>/</u>
Caulking of Decks <u>GOOD</u>	Gutting <u>—</u>	Geat Bunkers, Openings, Covers, &c. <u>—</u>	When fitted, Month <u>/</u> Year <u>/</u>
Coamings <u>GOOD</u>	Cement or Asphalt <u>—</u>	Oil Bunkers <u>—</u>	Boats <u>GOOD</u>
Beams & Backings <u>—</u>	Rudder <u>GOOD</u>	Scuppers <u>—</u>	Masts, Yards, &c. <u>GOOD</u>
Outside Plating <u>SATISFACTORY</u>	Steering gear and its connections <u>GOOD</u>	Gauge Hatchways <u>GOOD</u>	Condition, how ascertained <u>FROM DECK</u>
in way of side lights <u>—</u>	Windlass <u>GOOD</u>	Hatches <u>GOOD</u>	(State if wedges removed) <u>P + 1/2"</u>
Frames <u>—</u>	Have pumps been examined and found efficient? <u>—</u>	Planckling <u>/</u>	Equipment letter <u>/</u>
Reverse Frames <u>—</u>	Have Stance Valves been examined and found efficient? <u>—</u>	Caulking <u>/</u>	Anchors, No. of <u>3 BA AND 1 STR. A.</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Treenails <u>/</u>	Cables (State if now ranged) <u>NO</u>
Transverse <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson <u>/</u>	" length <u>AS STATED COMPLETE</u>
Floors <u>—</u>	Have Tanks been examined internally? <u>NO</u>	Timbers of Frame at openings <u>/</u>	" (on board) mean diamr. <u>300 F.</u>
Beams <u>—</u>	Have the Tanks been tested? <u>NO</u>	" " at other places <u>/</u>	" Rule length <u>300 F.</u> size <u>2 1/4 IN. ST. C.</u>
Stringers <u>—</u>	Double Plating under Soundng Pipes <u>—</u>	Stringers, Clamps & Shelves <u>/</u>	Chain Locker <u>/</u>
Inner Bottom Plating <u>—</u>		Salting <u>/</u>	Hawser & Warps <u>GOOD</u>
		State if examined <u>/</u>	Standing and Running Rigging <u>GOOD</u>

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, as far as now seen, is eligible in my opinion, to remain as classed in the Society's Register Book and to have fresh record of survey BNN-9.55 subject to indented flat keel and bottom plating P & S amidships to be dealt with as necessary next Special Survey and Sternframe (E.W.-9.55) to be specially examined next dry docking.

Survey Fee (per Section 23) <u>DOCKING</u>	£ 10: 0: 0	Fees applied for, <u>NO</u>
Special Damage Fee (if any) (per Section 23)	£ 10: 0: 0	Received by me, <u>/</u>
Travelling Expenses (if chargeable)	£ 4: 0: 0	
Second Surveyor's Fee (if any)	£ 1: 1: 1	

Committee's Minute

Character Assigned

See Bnn 1430

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

012796-012800-0029

DAMAGE REPAIRS NOW EFFECTED: 2 small fractures resp. corrosion on SS of sternframe (see above) need out and electric welded. Long rope guard plates removed.

Now Done for Docking: Vessel placed in dry dock. Bottom and middle cleaned, examined and recrated. Weather decks, casings, hatch coverings and closing appliances, ventilator coverings, steering gear windlass and equipment generally examined and found satisfactory. Freeboard marks verified and found unaltered. Lettering L R replaced by S. B. G. (German Seehausgesellschaft)

NOTE: As this vessel has changed the Flag from PANAMA to GERMANY the German S. B. G. is now the Authority issuing the Safety Certificate.

ALTERATIONS IN THE SOCIETY'S REGISTER BOOK: TONNAGE (see overleaf red underlined)
12574 ton gross and 8423 ton net. MANAGER: FURBER

OWNER: UNALTERED. PORT OF REGISTRY: BREMEN SIGNAL LETTERS: J.M.B.K

ANCHORS.

CHAIN CABLES.

[illegible]

S. R. List: No. Now to be amended: "Flat keel and bottom plating Pt amidships indented, to be dealt with next SS. Stem frame E. 25. 9.55 to be specially examined next drydocking."

LIST OF ENDORSEMENTS: Students in Bottom and side shell plating, &c. (p. 25.) may remain unaltered. They have been examined and remain efficient.

Bremen, the 18th Sept. 1861
A. B. C.