

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 15-5-1949 When handed in at Local Office... 15 MAY 1949

Port of LONDON

No. in Survey held at LONDON

Date, First Survey 6-5-49 Last Survey 13-5-1949

52305 on the Wood, Iron or Steel S.S. "BALANTIA"

(No. of Visits... 6...)

TONNAGE :-

GROSS 7235

UNDER DK. 6683

NET 4423

Built at Baltimore, Md.

By whom Bethlehem Fairfield Ship-When 1944

MONTH 5

Owners Royal Mail Lines Ltd.

Owners' Address --

(If not already recorded in Appendix to Register Book)

Managers --

Port belonging to London.

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock ROYAL ALBERT

Destined Voyage

Cell D B or D B a feet; u E & 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. 150. BC Summary report. No.

(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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 8 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY (TYPE I)

NOW DONE FOR S.S.

Engine and boiler spaces examined.

Masts and rigging examined (separate report attached)

Storm valves examined

Air and sounding pipes examined

Hand pump examined.

House pipes examined. Verified freeboard.

TANKS TESTED: All double bottom tanks (except dry tank under boilers)
Nos. 1 & 2 (P+S) deep tanks in No. 1 hold and No. 3 (P+S) deep tank in No. 4 hold.
Settling tank (P+S) in Engine Room

(OVER)

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

PRESENT CONDITION OF THE

Decks GOOD	Bulkheads (SEE REPORT) GOOD	Engine Room Skylights GOOD	Copper, or Y.M. GOOD
Caulking of Decks ✓	Ceiling ✓	Coal Bunkers, Openings, Covers, &c. ✓	(State if on Boat.)
Coamings GOOD	Cement or Asphalt ✓	Oil Bunkers (NO 3 DEEP TANK) GOOD	When fitted, Month Year
Beams & Fastenings (SEE REPT) ✓	Rudder ✓	Scuppers ✓	Boats GOOD
Outside Plating ✓	Steering gear and its connections ✓	Cargo Hatchways ✓	Masts, Yards, &c. ✓
" " In way of sidelights ✓	Windlass ✓	Hatches ✓	Condition, how ascertained EXAM'D ALOFT
Frames (SEE REPORT) GOOD	Have pumps been examined and found efficient? YES	Planking ✓	(State if wedges removed.)
Reverse Frames (IN TANKS EX'D) ✓	Have Sluice Valves been examined and found efficient? (IN DEEP TANKS) YES	Caulking ✓	Equipment letter C 335
Longitudinals ✓	Have Watertight Doors been examined and found efficient? ✓	Treenails ✓	Anchors, No. of 3 + 1
Transverses ✓	Have Ventilators and their Coamings been examined and found efficient? YES	Breasthooks & Stemson ✓	Cables (State if now ranged) ✓
Floors (IN TANKS EXAM'D) GOOD	Air and Sounding Pipes (IN TANKS EXAM'D) ✓	Transoms, Pointers & Crutches ✓	" length ✓ mean diamr. ✓
Keelsons ✓	Doubling Plates under Sounding Pipes GOOD	Timbers of Frame at openings ✓	" Rule length ✓ size ✓
Stringers (SEE REPORT) ✓		" " at other places ✓	Chain Locker ✓
Inner Bottom Plating AS PER REPORT		Stringers, Clamps & Shelves ✓	Hawsers & Warps GOOD
Have the Tanks been examined internally? AS PER REPORT		Sailing ✓	Standing and Running Rigging ✓
Have the Tanks been tested? AS PER REPORT		State if examined.	Sails ✓

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 ship, as now seen, is eligible, in my opinion, to remain as classed without record of docking and to receive the notation S.S. Lon. 5.49.

Survey Fee (per Section 29) £ 25 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) £ :

Received by me,

Travelling Expenses (if chargeable) £ :

19

Second Surveyor's Fee (if any) £ :

19

Committee's Minute

FRI 15 JUL 1949

Character Assigned

As now subject

SS Lon - 5.49

MBS 5.49

Annual Survey 5.49

Bl S. 5.49

014675-014685-005312

Lloyd's Register Foundation

NOW DONE FOR S.S. (CONT'D)

TANKS TESTED: After peak tank

TANKS EXAMINED: No. 1 & 2 deep tanks (P+S) in No. 1 hold

No. 3 deep tank (PQS) in No 4 hold

Dry tank (P+S) under boilers

No. 4 D.B. (S.S.)

4. With reference to the examination of Nos. 2, 3, 5 and 6 D.B. tanks, stated to be outstanding for completion of S.S. (per B.C. letter to Owners dated 15/3/49) it is requested by the Owners representative that as these tanks are used exclusively for oil fuel the requirement respecting the internal examination of these tanks be waived.

ARRANGEMENT OF TANKS	
FORE PEAK	F.W.
Nº 1 D.B.	O.F.
2 "	"
3 "	"
VOID TANK	DRY
Nº 4 D.B.	F.W.
5 "	O.F.
6 "	"
AFT PEAK	F.W.
Nº 1 DEEP	W.B. OR DRY-CARGO
2 "	-do-
3 "	O.F.
SETTLING TANKS	"

NOW DONE FOR FREEBOARD

A renewal freeboard survey has been held at this time.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, E.L. 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								
	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.

CHAIN CABLES

[illegible]

WEAR & TEAR REPAIRS NOW DONE

Sealing & painting: Structure in Boiler Room dry tank sealed & recoated.

striking plates: A number of striking plates fitted under sounding pipes.

Tank values : All values in Nos. 1 & 2 deep tanks (P & S) overhauled

A number of minor voyage repairs effected.

RIGGING REPAIRS (SEE ALSO SEPARATE REPORT)

Shoulds the fore and main masts removed, cleaned & oiled; shakles & ironwork overhauled.

Mizzen mast shrouds removed, cleaned & oiled; shackles to rigging screws (S.S.) annealed.

FREE BOARD REPAIRS NOW DONE

Hatchways: 90 Wood covers to upper Deck hatchways renewed.
Companionways: Swivel clips to companionway doors overhauled.
Scuppers: Scupper valves overhauled and 1 valve in Engine Room (S.S.) fitted with new flap and lugs built up by E.W.

ENDORSEMENTS

Lack of time precluded the carrying out of scaling and painting of structure in holds and in No. 2 deep tank (P+S). It is considered that this work may be carried out at Owners convenience.