

26 MAY 1953

No. 3628/A

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 2<sup>ND</sup> MAY 1953 When handed in at Local Office 19 Port of Rotterdam  
No. in Survey held at ROTTERDAM Date, First Survey 31<sup>ST</sup> DEC '53 Last Survey 1<sup>ST</sup> APRIL 1953  
Reg. Book. 66914 on the Wood, Iron or Steel Alcant. "LANICA" (No. of Visits 0)  
TONNAGE: Built at Flensburg By whom Flensburg Schiffb. Ges. When 1918  
GROSS 262 Owners Polish Government Owners' Address \_\_\_\_\_  
UNDER DK. - Managers \_\_\_\_\_ (If not already recorded in Appendix to Register Book).  
NET 99 Port belonging to Gdynia

Surveyed Afloat or in Dry Dock? 50TH Name of Dock CITY DOCK Destined Voyage Ymuiden  
Cell D Bor DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee  
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. 2709 Port Hy

(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 \_\_\_\_\_ ft. \_\_\_\_\_ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Exam in drydock and repairs  
Vessel placed in drydock, bottom and rudder cleaned en masse, found in good condition and recoiled  
The following repairs have been carried out:  
Rudder lifted on rudders and renewed  
a number of rivets in shell plating renewed  
5 shell plates in boiler room renewed  
a number of wooden hatch covers renewed  
Bulwork and railing found in place  
Steering gear opened up, overhauled, repairs as necessary, and afterwards coupled up in good working condition.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>good</u>	<u>not exam</u>	<u>good</u>	(State if on Felt.)
Caulking of Decks <u>good</u>	Celling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	When fitted, Month <u>✓</u> Year
Coamings <u>good</u>	Cement <u>on Asphlt</u>	Oil Bunkers <u>-</u>	
Beams & Fastenings <u>good</u>	Rudder <u>good</u>	Seuppers <u>✓</u>	Boats <u>good</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>✓</u>	Masts, Yards, &c. <u>good</u>
" " in way of lights <u>not exam</u>	Windlass <u>good</u>	Hatches <u>✓</u>	Condition, how ascertained <u>from deck</u>
Frames <u>not exam</u>	Have pumps been examined and found efficient? <u>-</u>	Planking <u>✓</u>	(State if wedges removed)
Reverse Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>✓</u>	Equipment letter
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>-</u>	Treenails <u>✓</u>	Anchors, No. of <u>2 B 15</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>✓</u>	Breasthooks & Stewson <u>✓</u>	Cables (State if now ranged) <u>no</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>✓</u>	" length <u>✓</u> mean diamr. <u>✓</u>
Keelsons <u>not</u>	Doubling Plates under Sounding Pipes <u>not exam</u>	Timbers of Frame at openings <u>✓</u>	(on board.)
Stringers <u>exam</u>		" " at other places <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Chain Locker <u>not exam</u>
Have the Tanks been examined internally? <u>✓</u>		Salting <u>State if examined.</u>	Hawsers & Warps <u>✓</u>
Have the Tanks been tested? <u>✓</u>			Standing and Running Rigging <u>good</u>
			Sails <u>✓</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The vessel is in a good and efficient condition and in my opinion eligible to be continued as classed with fresh docking date 3-53.

Survey Fee (per Section 29) £125 Fees applied for, 13-6-53  
Special Damage or Repair Fee (if any) (per Sec. 29) £ Received by me, 19  
Travelling Expenses (if chargeable) £13  
Second Surveyor's Fee (if any) £

Committee's Minute TUES. 16 JUN 1953Character Assigned 3.53 RotSN) 3.53 LMC 4.53

Surveyor to Lloyd's Register of Shipping.



minor items of dock repairs have been carried out right fore and aft.  
 At request of the ~~the~~ Owners representative 8.15 ftm extra  
 studlink chaincables now supplied on board.  
 for particulars see below.

Weatherdeck hatchways with closing appliances, on and standing pipe  
 casings and other arrangements, sand box and steering gear examined as far as  
 practicable and found or made in good condition

*G. J. J. J.*

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.	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.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
416	8.15	1 1/8	22 3/4	34 1/8	83 1-20				STUDLINK	AMS SCHIEDAM	A.N. 21-11-51
Iron Stream Chain } or Steel Wire }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.