

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....

When handed in at Local Office.....

1/5 1940

Port of Antwerp

No. in
Reg. Book.

Survey held at

Antwerp

Date, First Survey

23-3-40

Last Survey

12-4-1940

(No. of Visits)

17

25654 on the Wood, Iron or Steel

Sc HAR ZION.

TONNAGE:-

GROSS 2508

UNDER DK. 1760

NET 1539

Built at Copenhagen

By whom Akt Burmeister & Wain

YEAR.

MONTH.

When 1907

6

Owned by

Palestine Maritime Lloyd Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port belonging to

Lamagusta

Surveyed Afloat & in Dry Dock?

Yes

Name of Dock

Mercantile Marine Eng Co's

Destined Voyage

Cell DBor DBa

feet; uE&B

feet; f

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.

2617

Port

Gib

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Not Required.

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

Yes. Mr Royal. Salvage Co's

Society's Freeboard (if assigned) as

2 ft 0 1/4 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage & SS No. 1.

Damage stated to have been caused by heavy weather on dates Feb 18th 22nd 1940 whilst on a voyage from Tripoli, Syria to UK via Haifa and Tel. Aviv. For further particulars see Log Books.

Now done:- Vessel placed in dry dock. Bottom and rudder cleaned and examined. Rudder lifted, pintles skimmed up and new bushes fitted. Starboard Side Forecastle sheerstrake plates Nos 1 & 2 and first strake below side sheer No 2 plate, indented badly and now renewed. No 3 plate 1st strake below side sheerstrake part released, faired and refitted, Bow chock plate buckled, cropped and part renewed. Forecastle stringer plate buckled, now faired in place, stringer angle cropped and part renewed. 9 frames faired in place, 2 deck beams faired in place — Continued

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	6							
Removed and Faired or Repaired								
Faired or Repaired in place	1	9			4		1	as per report.

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Stowings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Rails & Fastenings	"	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	by examination
Frames	"	Have pumps been examined and found efficient?	✓	Planking		(state if wedges removed)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	✓
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3-1-1
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Stowage	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length (on board)	mean diamr.
Stowage	"	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		" Rule length	size
Stowage	"			" " at other places		Chain Locker	Good
Stowage	"			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Stowage	"			Salting	(State if examined.)	Standing and Running Rigging	Good
Stowage	"					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."

Eligible to remain as classed with fresh record of Survey Ant-4-40 and and Notation of SS No 1-40 Subject to solepiece of stern frame (E & W and reinforced) being specially examined next drydocking and to indented plates No 4 in 2nd and No 3 in 3rd strake below sheer (ps) being dealt with at owners convenience.

Survey Fee (per Section 29).....

\$5250-

Fees applied for,

1/5 1940

Special Damage or Repair Fee (if any).....

\$2625

Received by me,

Travelling Expenses (if chargeable).....

Tax \$10-

Sunday Attendance

\$350

Second Surveyor's Fee (if any).....

\$

Committee's Minute

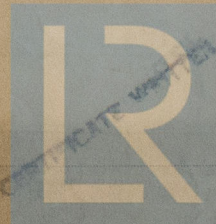
TUE 28 MAY 1940

Character Assigned

Write down

N 100A - Subject
Cargo batt. not fitted
Fitted for oil fuel
SS No. 1-40 + Ant 4-40
Subject

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

W1004 001/2

S/S. HAR ZION Page 2.

3 Beam knees removed, faired and refitted. 4 portlights removed for access and refitted, broken glasses and one broken deadlight renewed. Rails at after end of forecastle deck and deck plank ends torn and broken. Rails faired and refitted with new thwartship margin plank. One ventilator coaming broken, now renewed. Steering engine opened up and overhauled (for repairs see Engine report) All steering rods & chains examined, one rod renewed. Hand steering gear overhauled.

No 2 Keel plate and Nos 2 & 4 strake plates Port and Starboard indented and rivets leaking. Indented plates now renewed. Forepeak Tank and No 1 DB Tank cleaned and examined internally, broken cement made good and tanks tested after repairs.

A number of starboard bottom rivets renewed. No 2 DB Tank cleaned and examined internally, broken cement renewed.

Now done for S.S. No. 1.

Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Examined all Holds, decks, tween decks, engine and boiler spaces, under engines and boilers, bunkers, chain locker, fore and aft peak spaces, fore and aft peak tanks internally, all double bottom tanks internally, air and sounding pipes Peak tanks, double bottom tanks, cross bunker & side bunkers tested ceiling lifted as required. Examined all hatches, ^{hatch beams} covers, tarpaulins cleats & battens, masts and rigging (no wedges) Windlass, steering gear & quadrant, ventilators, water tight doors, boats & plating under sidelights. Closing appliances examined and freeboard marks verified. S.R. Dist.:- Sole piece of stem frame (E.W. reinforced) and indented plates No 4 in 2nd and No 3 in 3rd strake below sheer (ps) continue to be efficient.

Wear & tear repairs:- One shell plate in way of bilges on port side of No 1 Hold found thin locally and partly doubled.

3 frames No 1 Hold Port side part renewed. 2 frames No 1 Hold Port side fitted with back bars. 6 bilge brackets in No 1 Hold renewed.

No 4 Hold 7 bilge brackets renewed and 4 part renewed

Bulkhead between Nos 1 & 2 Holds lower ring portion port side renewed lower ring portion starboard side doubled. Engine Room bulkhead doubled behind ballast pump where locally wasted.

No 1 DB Tank top 2 plates renewed. Forward well deck and Forecastle deck wood planking part renewed where worn.

No 3 Hold Lower Tween deck doubled in way of local wastage.

Rigging overhauled and put in good order.

Windlass Cable lifters built up by electric welding over studs where worn. Windlass overhauled and put in good order.

A number of wood hatch covers renewed, 2 new tarpaulins supplied.

A.B.M.