

(Periodical Surveys when held must be reported in detail and certified by the Surveyor)

ONMA from 24/7/41
R 18/1/42.

Lloyds
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Dec. 18/3 31/A.
Apr. 17.

PORT OFFICE, HAIFA.

28th December, 1941.

This is to certify that I, David I. Mulligan, Pilot, Haifa Port, have this day at the request of Messrs. J V. Delbourgo & Son, Lloyds Agents Haifa, carried out a survey on the S/S "Hobstar" for damage received during the time of leaving Haifa Port with reference to fire on Tanker "Phoenix" 24.12.41.

Ships Hull. Port Side, shell plating, about 200' x 45' both Boot Topping and Topside paintwork badly burned and scorched. Star side, 100' x 45' Boot Topping and Topside paintwork ~~badly~~ badly scorched and burned, it is recommended to have the plates cleaned and scraped, oil coated and red lead applied at earliest opportunity to prevent corrosion. There is no apparent damage to shell plating.

Damage to Deck Equipment. On the Fore'sle Head, one 7" Manila mooring line, length 90 Fathoms is damaged and rendered unserviceable by scorchings. No. 1 Hatch Tarpaulin size 34' x 24' has been rendered unserviceable by burning.

Guy Ropes on Derricks No. 1 & 2 Port Side (4 in number) have been rendered unserviceable by burning. One coil of 2 1/2" Manila Rope to replace all guy ropes destroyed.

Lighter Lines hanging one side Port side have been burned and destroyed. One coil of 3" Manila rope is required to replace the Lighter Lines.

After Moorings.

These were cast off from the ship and left behind and apparently have been destroyed by burning oil on the water. The number in detail are two 7" Manila ropes 90 fathoms in length.

Two wire ropes 1 x 3 1/2" - 420 fathoms in length
One Towing spring & 3" wire (1 x 2 1/2" - do -)
penant attached.

W1013-0250 1/2

Inner Bottom Plating.....

Have the Tanks been examined internally?.....

Have the Tanks been tested?.....

examined and found efficient?.....

Air and Sounding Pipes.....

Doubling Plates under Sounding Pipes.....

Stringers, Clamps & Shelves.....

Salting.....

(State if examined.)

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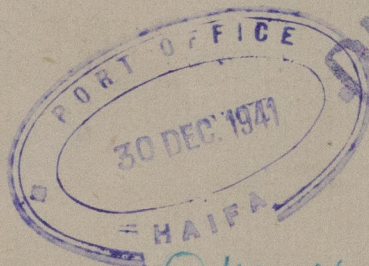
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It is recommended to replace the lost equipment at the earliest possible opportunity.

Starb. Life Boat. It is recommended the boat should be landed and cleaned of fuel oil residue. After cleaning the boat is to be overhauled and examined for any possible opening up of seams. The boat when launched drifted into a mass of burning oil but was eventually towed clear. It is reported two Boat axes were lost at the time of launching the boat.

I recommend that after the boat has been landed and cleaned a further examination should be made before the boat is passed and taken on board.



D. I. Mulligan

PILOT.

28-12-41

Inner Bottom
Plates.

lights
ings, Covers, &

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W1013-0250 2/2

Lloyd's Register
Foundation

Inner Bottom Plating.....

examined and found efficient ?.....

Have the Tanks been examined internally ?.....

Air and Sounding Pipes.....

Have the Tanks been tested ?.....

Doubling Plates under Sounding Pipes.....

Stringers, Clamps & Shelves.....

Salting.....

(State if examined.)

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