

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 6-4-1935 When handed in at Local Office 19 Port of RotterdamNo. in Reg. Book 80087 Survey held at Rotterdam Date, First Survey 26-1-35 Last Survey 30-3-1935Built at Stiekewier By whom M. F. Schep. de Maas When 1918 5GROSS 461 Owners Brata d. S. an Cabotage Owners' Address BragueUNDER DK 221 Managers L. Dewulf Port belonging to Brague DunkirkNET 221 Surveyed Afloat or in Dry Dock? Shipway Name of Dock Wij. Mallard Destined Voyage Dunkirk

WB=CellDorDBa feet; uEgB feet; f feet

total capacity tons. FPT tons; APT tons; MT tons

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER. 100A-134 171C 334Date of last Survey and of Periodical Survey. 1.1.35 1.1.35Last Report, No. 21392 Port Harm

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 Yes, to OwnersRepresentative but not required Was a damage report made by anyone else? If so, by whom? YesREPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of damage repairs and alterations.

The vessel has been purchased in damaged condition by French Owners and proceeded from Holloman to Rotterdam after being surveyed by the Hamburg Surveyors.

Particulars of new Ownership are as follows:

Name "FRANÇOIS TIXIER"Flag FRENCHPort of Registry DUNKIRKOwner: SOCIÉTÉ DUNKERQUOISE DU CABOTAGE11 RUE DES POILUS, DUNKERQUE

Please see Continuation Sheet.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ... 14

Removed and Fair or Repaired ... 5

Fair or Repaired in place ... 2

PRESENT CONDITION OF THE

Decks good State if Tanks have been examined inside yesCaulking of Decks good State if Tanks now tested dittoCoamings good Bulkheads goodBeams & Fastenings In way of repair good Ceiling efficientOutside Plating good Cement or asphalt In way of repair goodBreasthooks good Steering gear and its connections goodTransoms not examined Windlass goodFrames In way of repair good Have Pumps now been examined and found efficient? yesReverse Frames In way of repair good Have Sluice Valves now been examined and found efficient? yesLongitudinals good Have Watertight Doors now been examined and found efficient? yesTransverses good Have Ventilators and their Coamings been examined and found efficient? yesFloors good Air and Sounding Pipes In way of repair goodKeelsons good Dblg. Plates under Sounding Pipes goodStringers good Engine Room Skylights goodInner Bottom Plating good Coal Bunkers, Open'gs, Lids, &c. good

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd 24, &amp;c."

The vessel is in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 4-35.

Survey Fee (per Section 29) Alterations 120,-Special Damage or Repair Fee (if any) Repairs 150,-Travelling Expenses (if chargeable) E 20,-Second Surveyor's Fee (if any) E

Fees applied for, 30.3.19.35

Received by me, 5.4.19.35

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A-134

Lloyd's Register Foundation

W1029-00431/4



Damagerepairs

Vessel placed on slipway, bottom and madder cleaned, examined and the following repairs carried out:

Stembar cropped, lower part removed, faired and replaced, top part renewed.

Portside:

Rising plate fo'le		renewed
Fo'le sheer N° 1 plate.		"
Fo'le side N° 1 plate with doubling		"
Uppersheer N° 1 + 2 plates		"
1 <sup>st</sup> Strake below, N° 1 plate		"
2 <sup>nd</sup> " " N° 1 "		"
3 <sup>rd</sup> " " N° 1 "		"
4 <sup>th</sup> " " N° 1 "		"
4 <sup>th</sup> " " N° 2 "		faired in place.

In forepeak tank 6 frames with beam knees renewed.

In lower tween deck 3 frames with 8 brackets and knees renewed, 1 frame off and on.

In forecastle 2 frames with 4 brackets renewed, 7 brackets removed for access and replaced.

Starboard side:

Rising plate fo'le		renewed
Fo'le sheer N° 1 plate.		"
Fo'le side N° 1 plate and doubling		"
Uppersheer N° 1 plate	removed, faired and replaced.	
1 <sup>st</sup> Strake below N° 1 plate.	"	"
2 <sup>nd</sup> " " N° 1 "	"	"
3 <sup>rd</sup> " " N° 1 "	"	"
4 <sup>th</sup> " " N° 1 "	"	"

In forepeak tank 3 frames off and on, 3 beam knees renewed.

In tween deck 3 frames with brackets removed, faired and replaced.

In forecastle 1 frame removed, faired and replaced, 7 brackets off and on for access.

Forecastle deck: Nose plate, 2 stringer plates and 5 deck-plate renewed, stringer angle and gutterway angle, 3 beams renewed; 1 beam, fore and after beam, removed, faired and replaced, also pillars under windlass. Wood deck removed and partly renewed, partly replaced, windlass off and on, p.s. hawsepipe with deck flange renewed, starb. hawsepipe off and on. Railing repaired, port and starb. fairleads with seatings renewed, ventilators, bollards etc off and on. Chain cables and bow anchors ranged and found free from external damage.



S.S. 'LITTLE EVY'Upperdeck:

6 Deckplates, stringer angle, <sup>and bays</sup> 3 beams renewed, 2 beams removed, faired and replaced.

Cement covering on deck, wooden partitions, bunks, furniture, chainpipes, portlights removed and mostly renewed.

Peakdeck: 3 Deckplates, 4 beams and the stringer angle on p.s. renewed, 1 beam removed, faired and replaced.

Collision bulkhead 2 plates removed, faired and replaced, 5 stiffeners faired in place.

Centreline bulkhead in forepeak tank removed and afterwards replaced, 2 floors renewed.

Upon completion repairs examined with forepeak tank under pressure, topsides and decks tested by hose and all found tight.

Alterations.

Owners decided to convert the ship into a motorvessel. A motorseating has been fitted as per approved plan, which is sent herewith. From this plan you will observe that the R<sup>o</sup> 27 bulkhead has been shifted to frame R<sup>o</sup> 25, whilst the arrangement of double bottom tanks is now as follows:

frames 16 - 21 feedwater; capacity 9.5 tons.  
" 21 - 27 dry tank.

The vessel will be remeasured at Dunkirk.

Canings of sidebunkers below upperdeck removed. Upperdeck strengthened by 7" B.A. girder, duly bracketed to bulkheads 16 and 25. In addition a 3" w.i. pillar fitted under upperdeck girder at portside in way of boiler fuel tank. A centreline bracket fitted to R<sup>o</sup> 25 bulkhead, supporting deckbeams R<sup>o</sup> 26 and 27.

Bulkhead R<sup>o</sup> 16 partly cut adrift and stiffened at level of upperdeck by horizontal 7" B.A.

In connection to the work to the new motorseating the following repairs considered necessary and now carried out: In way of dry tank 4 tank top plates renewed, centre keelson doubled in place and top angle partly renewed. 2 open floors plated in way of motorseating and reverse frames doubled.

For access poop front, endcoaming R<sup>o</sup> 2 hatch and upper deck in way removed and afterwards replaced; deck plating in line of R<sup>o</sup> 2 hatch renewed and extended to R<sup>o</sup> 25 bulkhead.

Please see Continuation Sheet.



SS "LITTLE EVY"

In forepeak portside the stringer angle renewed and 2 local doubling plates fitted on the forepeak, port. Upon completion of repairs the double bottom tanks tested decks etc tested by bar and all found tight.

An annual freeboard survey has been held as per instructions contained in Secretary's letter F.7.2.35 and a report to that effect is already in your possession. Interim certificate issued, copy of which is sent herewith. ✓ ✓

When shifting vessel for bunkering, she struck the dolphin, indenting fore sheerstrake starb. and breaking 2 portlights. Plate faired in place, portlights renewed. Damage

Bottom and rudder examined on slipway, all found or made good, bottom recoated. Steering engine and gear overhauled.

H. van der Kolk