

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5-4-1945 When handed in at Local Office 20 APR 1945 Port of IPSWICH

No. in Reg. Book Survey held at Kings Lynn + Lowestoft Date, First Survey 7<sup>th</sup> Jan Last Survey 5-4-1945 (No. of Visits 8)

on the Wood, Iron or Steel m.v. "Mudo" Built at Fapoh By whom N.U. Schips, "Fapoh" When 1930

GROSS 218 Owners O. Dost Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK 163 Managers Port belonging to

NET 130 Managers Name of Dock Destined Voyage

Surveyed Afloat or in Dry Dock? Both Name of Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBor DBa feet; uE & B feet; f feet } Examined L.R. 5, 43

total capacity tons. FPT tons; APT tons; MT feet tons. } Docking 11, 44 T.S. 11, 44

N.B.—All alterations in the existing records should be underlined. oil engine

Last Report, No. Port Society's Freeboard (if assigned) as painted on Ship and now verified ins.

(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. F. 6.3.45.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination. On account of vessel's machinery undergoing extensive overhaul, Owners requested that a General Examination be also carried out at this time.

NOW DONE Vessel placed in dry-dock, bottom and hullsides cleaned, examined and coated.

Generally examined holds, fore and after peak tanks, machinery spaces + under engine, decks, casing, ventilators and their coamings, hatchways and closing appliances, general equipment, steering gear and windlass and all found or placed in an efficient condition.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:— Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... Removed and Faired or Repaired ... Faired or Repaired in place ...

PRESENT CONDITION OF THE Decks Bulkheads Engine Room Skylights Copper, or Y.M. (State if on Felt.) When fitted, Month Year

Caulking of Decks Ceiling Coal Bunkers, Openings, Covers, &c. Oil Bunkers Boats good

Coamings Cement or Asphalt Rudder Scuppers Hatches Condition, how ascertained from deck. (State if wedges removed.) Equipment letter

Beams & Fastenings Rudder Steering gear and its connections Cargo Hatchways Hatches Anchors, No. of 23 + 13

Outside Plating in way of sidelights Windlass Have pumps been examined and found efficient? Planking Caulking

Frames Good Have Sluice Valves been examined and found efficient? Treennals

Reverse Frames Longitudinals Transverses Floors Good Have Watertight Doors been examined and found efficient? Breasthooks & Stemson

Keelsons Stringers Have Ventilators and their Coamings been examined and found efficient? Transoms, Pointers & Brutches

Inner Bottom Plating Part seen Air and Sounding Pipes Doubling Plates under Sounding Pipes Timbers of Frame at openings

Have the Tanks been examined Internally? Air and Sounding Pipes Doubling Plates under Sounding Pipes Salting (State if examined.)

Have the Tanks been tested? Doubling Plates under Sounding Pipes

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 vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as classed with record of "Examined L.R. 3, 45 (12 months) and date of dry-docking 2, 45 subject to buckled stem and lowerwork plating (s.s.f.) frames in holds (p+s), set in lowerwork (p+s) etc. being

Survey Fee (per Sec. on 29) £ 3 : 0 : - Fees applied for, 20 APR 1945

Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 : 10 : - Received by me, J.E. Surpie and J. J. Russell

Travelling Expenses (if chargeable) £ 12 : 11 : - Surveyor to Lloyd's Register of Shipping.

Second Surveyor's Fee (if any) £ : : -

Committee's Minute

Character Assigned

2.45 Lwt. subject (L.R.M.) Examined L.R. 4.45

Dutch Vsk.

TUES. 15 MAY 1945

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

Wear + Tear repairs Due to the condition of the keel plates under the main engine it was recommended that same be thoroughly scaled + cleaned, vessel placed on hard and the holes drilled in keel plates. The keel plates were found to be down to a base 1/8" in thickness and it was further recommended that vessel be dry docked and keel plates under engine renewed. No facilities being available at Kings Lynn for slipping or dry-docking, the two holes were plugged, floor spaces in way of keel plates filled with cement and the vessel was towed to Lowestoft. The vessel was dry docked and the two after lengths of keel plating renewed. The after shoe plate was cropped, a new landing raised, and the after length of keel plate extended one frame space. On completion of this repair the vessel was towed back to Kings Lynn.

Below ceiling under hatchways renewed. Windlass thoroughly overhauled and new primary snuff fitted.

Hold after w.t. bulkhead partly removed to facilitate removal of main engine ashore and afterwards replaced and riveted. Hose tested and found tight.

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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

S.I.R. Buckled stem and leucwork plating (S.S.F.), frames in holds (p+s), etc in leucworks (p+s) etc. examined & found to remain efficient. No repair expected at this time.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.