

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5-4-1945 When handed in at Local Office 20 APR 1945 19
 No. in Reg. Book. Survey held at Kings Lynn + Lowestoft Date, First Survey 12 Jan Last Survey 5-4-1945
 on the Wood, Iron or Steel m.v. "Mundo" (No. of Visits 8)

TONNAGE: — Built at Dornoch By whom H.V. Schips, "Fophol" When 1930
 GROSS 218 Owners: D. Dosh Owners' Address —
 UNDER DK. 163 Managers — Port belonging to —
 NET 130

Surveyed Afloat or in Dry Dock? Both Name of Dock — Destined Voyage —
 Cell DBor DBa feet; uE & B feet; f feet
 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. — Port —

(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. 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)	
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
Examined L.R. 5, 43	
Reckoning 11, 44	T.S. 11, 44
	oil engine
Society's Freeboard (if assigned) as painted on Ship and now verified	

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 under cleaned, examined and coated.

Generally examined holds, fore and after peak tanks, machinery spaces + under engine, decks, casings, 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 Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	When fitted, Month Year
Caulking of Decks	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	good
Coamings	"	Rudder	"	Scuppers	Good	Masts, Yards, &c.	"
Beams & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck.
Outside Plating	"	Windlass	"	Hatches	"	(State if wedges removed.)	
" " in way of sidelights	✓	Have pumps been examined and found efficient?	✓	Planking		Equipment letter	✓
Frames	Good	Have Sluice Valves been examined and found efficient?	✓	Caulking		Anchors, No. of	23 + 13
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	✓	Treenails		Cables (State if now ranged)	no
Longitudinals	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length	stated complete
Transverses	✓	Air and Sounding Pipes	Good	Transoms, Pointers & Brutches		" Rule length	size
Floors	Good	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		Chain Locker	✓
Keelsons	"			" at other places		Hawsers & Warps	sufficient
Stringers	"			Stringers, Clamps & Shelves		Standing and Running Rigging	Good
Inner Bottom Plating	Part seen			Salting	(State if examined.)	Sails	—
Have the Tanks been examined internally?	See Rep.						
Have the Tanks been tested?	no						

General Observations, Opinion as to Class, Recommendation, &c.:

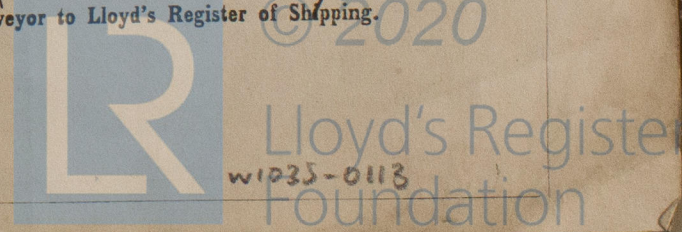
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 Section 29)	£ 3 : 0 : -	Fees applied for,	20 APR 1945
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 : 10 : -	Received by me,	
Travelling Expenses (if chargeable)	£ 12 : 11 : -		
Second Surveyor's Fee (if any)	£ : : -		

dealt with as previously recommended.
 J.E. Surpie and J. J. Russell
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute 12
 Character Assigned
 2.45 Lwt. subject (L8m)
 Examined L.R. 4. 45
 Dutch Vsk.



Is Certificate required? If so, to be sent to

Hold after W.T. railhead partly removed to facilitate removal of main engine ashore and afterwards replaced and riveted. Hose tested and found tight.

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.

[illegible]

S.L.R. Buckled stem and lemniscs ptg (s.s.f.), frames in holds (p+s), set in lemniscs (p+s) etc. examined & found to remain efficient. No repair effected at this time.