

Date of writing Report 21-12-42 When handed in at Local Office 21-12-42 Port of LEITH.

No. in Reg. Book 78302 on the Wood, Iron or Steel S.S. "MARISO"

Date, First Survey 2.12.42 Last Survey 14.12.42 (No. of Visits 10)

TONNAGE:-	Built at KIEL.	By whom FRD. KRUPP AKT. GES.	YEAR. 1930	MONTH.
GROSS 7659	Owners N.V. NEDERLANDSCH - INDISCHE MAATS. VOOR ZEEVAART. I.	Managers	When	
UNDER DECK 6750	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)			
NET 4482	CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.			
Surveyed Afloat or in Dry Dock? BOTH		Name of Dock IMPERIAL WET DOCK IMPERIAL DRY DOCK		
Cell D B or D B a feet; u E & B feet; f total capacity tons. F P T tons; A P T tons; M T feet tons.		Destined Voyage		

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.

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 ADVANCEMENT OF S.S. No 3.

Vessel placed in drydock, bottom and rudder cleaned, examined and afterwards repainted.

FOUND AND NOW DONE:

Butt of keel plate No. 1 from fore. found worn and now built up with electric welding; several "rubbed" rivet points found in upper seam of bilge strake (S.S.) forward of midships, and built up with electric welding.

Local length of bilge keel (S.S.) fore. found buckled, and now part removed, faired and replaced; bilge keel (S.S.) rivets found started and now renewed.

Anchors and cables ranged and examined; Chain locker examined internally.

The rudder is the "Simplex" patent type, and it was agreed between the Owners and M. of W. T.

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	Good.	Not Good.	See report.	Good.	Good.	Good.	Good.	Good.
Decks								
Caulking of Decks								
Coamings								
Beams & Fastenings								
Outside Plating								
" " in way of sidelights								
Frames								
Reverse Frames								
Longitudinals								
Transverses								
Floors								
Keelsons								
Stringers								
Inner Bottom Plating								
Have the Tanks been examined internally?								
Have the Tanks been tested?								
Bulkheads								
Ceiling								
Cement or Asphalt								
Rudder								
Steering gear and its connections								
Windlass								
Have pumps been examined and found efficient?								
Have Sluice Valves been examined and found efficient?								
Have Watertight Doors been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Doubling Plates under Sounding Pipes								
Engine Room Skylights								
Coal Bunkers, Openings, Covers, &c.								
Oil Bunkers								
Scuppers								
Cargo Hatchways								
Hatches								
Planking								
Caulking								
Treenails								
Breasthooks & Stems								
Transoms, Pointers & Crutches								
Timbers of Frame at openings								
" " at other places								
Stringers, Clamps & Shelves								
Salting (State if examined.)								
Copper, or Y.M. (State if on felt.)								
When fitted, Month Year								
Boats								
Masts, Yards, &c.								
Condition, how ascertained (State if wedges removed.)								
Equipment letter								
Anchors, No. of								
Cables (State if now ranged)								
" length 300 mean diam. 2 1/2" (on board)								
" Rule length size								
Chain Locker								
Hawsers & Warps								
Standing and Running Rigging								
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."

The parts of the vessel now seen are in good condition, and the vessel, in my opinion, is eligible to be classed as recommended by the Dundee Surveyors when the S.S. No 3 is completed.

Survey Fee (per Section 20)	20 : 0 : 0	Fees applied for, 21-12-1942	Received by me, John Barnett
Special Damage or Repair Fee (if any)			
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			
Committee's Minute			
Character Assigned	12, 42 Lth.	Examined 11, 42	11, 42

TUE 26 JAN 1943

Lloyd's Register Foundation

W104-0137



D.B. TANKS: The following D.B. Tanks now water tested as per rule requirements and found it made water tight.  
Nos. 1, 2, 3, 4, 5, 7, 8, and 9, and also fore peak.

CABLES: 300 fms. of  $2\frac{1}{2}$ " diam. stud link cable. ✓

1<sup>ST</sup> BOWER = 4030 KILOGRAMS. ; 2<sup>ND</sup> BOWER = 4020 KILOGRAMS ; SPARE BOWER = 4000 KILOGMS.

RUDDER: "SIMPLEX" patent, streamline double plated, partly balanced,  
UPPER STOCK = 236 mm DIAR.

206 D.B. tank and A.P. Tank to test as per rule requirements.

ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Internal examination of all S.B. tanks and peaks, except Nos. 4, 5, 8, and fore peak. Hand pumps, W.Y. doors, air pipes, and bunkers to examine. For items to complete the Survey see endorsement 14.1.43  
J.B.