

te of writing Report. 4<sup>th</sup> Dec 1942 When handed in at Local Office 4<sup>th</sup> Dec 1942

Port of DUNDEE

o. in Survey held at DUNDEE Date, First Survey 23<sup>rd</sup> October 1942 Last Survey 29<sup>th</sup> November 1942

Book. (No. of Visits 14)

18302 on the Wood, Iron or Steel S.S. MARISO EX. BITTERFELD

TONNAGE:— Built at Kiel By whom Jnd Knupp When 1930

GROSS 4659 Owners Stoomvaart Maatschappij, Nederland Owners' Address

UNDER DECK 6450 Managers Nederland Government (if not already recorded in Appendix to Register Book).

NET 4482 Port belonging to Willemstad, Dutch West Indies

urveyed Afloat or in Dry Dock? Afloat Name of Dock Eastern Wharf Destined Voyage

ull DBor DBa feet; uE&B feet; f feet

tal 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.

ast Report, No. Port

riodical 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.

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

Society's Freeboard (if assigned) as pointed on Ship and now verified ft ins

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

PAIRS, OR EXAMINATION AS PER RULE, FOR PART SPECIAL SURVEY N°3

OW DONE:— The Holds, peaks, tween decks, Boiler room (above & below platform), Engine Room (above platform) cleaned. all close & spar ceiling removed from tank top & sides of vessel in holds as required by the rules. Limber boards removed throughout. all casings of soil pipes, scuppers, air & sounding pipes removed. Steel work exposed (including plating under sidelights). all oxidation removed from surface of steel work. Steelwork examined with exception of parts repaired as stated below found in good condition & coated. there being no indication of wasting it was not deemed necessary to drill the shell (plating). Nos. 4, 5, 8 DB & fore peak tanks were examined internally, floors scaled & coated where necessary & all broken & loose cement made good. Close & spar ceiling refitted. Decks drilled & gauged where necessary. masts, spars, rigging (Report herewith) & general equipment

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								
ks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	✓	
lking of Decks	"	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	✓	Year ✓
mings	"	Cement or Asphalt	Good	Oil Bunkers	✓	Boats		Good
ms & Fastenings	"	Rudder	not Exam'd	Scuppers	Good	Masts, Yards, &c.		Good
side Plating	not exam'd	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	By Examination	
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if needges removed.)		
mes	Good	Have pumps been examined and found efficient?	no	Planking		Equipment letter		
erse Frames	Good	Have Sluice Valves been examined and found efficient?	no	Caulking		Anchors, No. of		
itudinals	Good	Have Watertight Doors been examined and found efficient?	no	Treenails		Cables (State if now ranged)	no	
asterns	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length (on board)		mean diamr.
rs	Good in N° 4, 5, 8 & F.P.	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length		size
lsons		Doubling Plates under Sounding Pipes	N° 4, 5 & 8	Timbers of Frame at openings		Chain Locker	not Exam'd	
ngers	Good			" " at other places		Hawsers & Warps	Sufficient	
er Bottom Plating	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Good	
re the Tanks been examined internally?	See Rpt			Salting (State if examined.)		Sails	✓	
re the Tanks been tested?	no							

eneral 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 is in good efficient condition & eligible in my opinion to be classed 100 A-1. subject to completion of S.S. N°3 & to have the notation of DUN. S.S. N°3, 11-42 on completion of the S.S. N°3.

ey Fee (per Section 29)	£			Fees applied for,
ial Damage or Repair Fee (if any) (per Sec. 29)	£			Received by me,
elling Expenses (if chargeable)	£			19
nd Surveyor's Fee (if any)	£			

mmittee's Minute GLASGOW 8 DEC 1942

aracter Assigned See F. E. Rut. (Dun 9342)

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W104-10142



