

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th May 1948

When handed in at Local Office

Port of KINGSTON, JAMAICA, B.W.I.

No. in Reg. Book

Survey held at Kingston, Jamaica, B.W.I. Date, First Survey 24/2/47

Last Survey 17/5/1948

Reg. Book

on the ~~Wood~~ ~~Iron~~ ~~Steel~~ M.V. "MARAVAL" ex-Yacht "CHELSEA"

(No. of Visits)

1948

TONNAGE :-

Built at Froom

By whom Ailsa Shipbuilding Co. Ltd. When 1926

YEAR

MONTH 6

GROSS 280.05 2/5

Owners Royal B. Bodden

Owners' Address Georgetown, Grand Cayman

UNDER DK

Managers Cayman Islands Company Ltd.

Port belonging to Georgetown

NET 90

Surveyed Afloat or in Dry Dock? Both

Name of Dock Belmont Slip Dock

Destined Voyage

UDBorDBa feet; uE & B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.

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).
Re Class. Contemplated for (revised name)	
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.	

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

Last Report, No. 2945. Port Bos.

Medical 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

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

INSPECTION, OR EXAMINATION AS PER RULE, FOR This vessel was submitted for Classification Survey and from particulars obtained from Lloyd's Register of Yachts 1931 she was originally classed **H** 100 A1 as yacht named "CHELSEA". The vessel was examined on the Belmont Slip Dock on the 24th - 28th February 1947 and on the 3rd - 5th May 1948 and afloat from the 28th February 1947 to the 17th May 1948. The vessel was examined in the fore peak, chain locker, forward hold, engine room, shaft case, after hold, after peak, steering engine space, and in all tanks and all structural parts including bulkheads and the water-tight doors were found to be in good condition. The hull plating, and rudder were examined and there were found to be in good condition. The plating is slightly dented at plates Nos. 4, 5, and 6 F Strake on the port side and at Nos 5 and 6 in F Strake on starboard side. The plating is slightly pitted at wind and water on both sides. The decks, deckhouses, funnel, ventilators, scuttles in deckhouses, doors etc., were examined and they

DESCRIPTION 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								
Red or Repaired in place								

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Good		Good	Good	Good	Good	-	(State if on Feet.)
Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-	-	When fitted, Month Year
Fastenings	Good	Cement or Asphalt	-	Oil Bunkers	Good	-	-
Lighting	Good	Rudder	Good	Scuppers	None	-	-
In way of sidelights	No side light	Steering gear and its connections	Good	Cargo Hatchways	Good	-	-
Boats	Good	Windlass	Good	Hatches	Good	-	-
Boats	Good	Have pumps been examined and found efficient?	Yes	Planking	-	-	-
Boats	Good	Have Sluice Valves been examined and found efficient?	-	Caulking	-	-	-
Boats	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	-	-
Boats	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	-	-
Boats	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	-	-
Boats	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	-	-	-
Boats	Good			" " at other places	-	-	-
Boats	Good			Stringers, Clamps & Shelves	-	-	-
Boats	Good			Salting	-	-	-

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 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."
 That she be classed A- with freeboard in the Register Book for service in the Caribbean Sea Mexican Gulf, being fit to carry dry and perishable cargoes.

per Section 29)	£ 47 : 5 : 0	Fees applied for,	18/5/ 19 48
Age or Repair Fee (if any)	£ :	Received by me,	18/5/ 19 48
Expenses (if chargeable)	£ 2 : 5 : 0		
Surveyor's Fee (if any)	£ :		

Committee's Minute
 Character Assigned
 Insert in R.B. - A- with freeboard
 For Service in the Caribbean Sea
 Re-classed 5/48
 Converted to cargo ship 5/48
 Lloyd's Register of Shipping
 Surveyor to Lloyd's Register of Shipping
 FRI. 16 JUL 1948
 21066-0030

were found to be in good order. The air pipes and sanitary discharge pipe were examined and they were found or put in good order. The windlass and steering gear were examined and they were found to be in good order. The following alterations were effected to the vessel at this port:- All side scuttles below the freeboard deck removed and openings securely blanked off with steel plates welded in place. All air pipes increased in height to 36". Wood casing for companionway to Engine room removed and a 1" steel casing 6'3" in height fitted in place. Opening in casing 3'11 1/2" x 1'9" closed by steel W.T. door capable of being closed from both sides. Height of all doorway sills increased to 24" in height. Hatchway 6.9' x 6.1' cut in the main deck forward with the after coaming 3.5' forward of the forward end of the deckhouse. Hatchway 6.1' x 9' cut in the main deck aft with the forward coaming 6" abaft the after end of the deckhouse. Hatchway coamings are 3/8" steel and they extend to the lower edges of the beams. Pillars 2 1/2" dia., fitted at the corners of the hatchways. Middle line pillars fitted in the forward tween deck at the 9th, 10th, 11th, and 12th beams abaft the forward bulkhead. Middle line pillars fitted in the forward hold at the 3rd, 5th and 8th beams from the forward bulkhead. Pillars fitted, at the port and starboard sides, in the forward hold between the 6th and 7th beams from the forward bulkhead. All existing skylights on the main deck, except two abreast of the after deckhouse, blanked off with steel plates welded on top. Sounding pipes fitted to the forward and after holds and striking plates fitted below the pipes. Additional beam 3/8" x 4" x 4" fitted between the 3rd and 4th beams forward of the after bulkhead in the after hold, beam brackets 1/4" x 8 1/2" x 8 1/2" fitted. Middle line pillars fitted at the 4th, 6th and 8th beams below the after cargo space. Wood cabin deck aft removed and replaced with 1/2" steel plating welded. Additional beams 3/8" x 5" x 3 1/2" fitted between existing beams

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.

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.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.			
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					

below the after cargo space. Four ventilators were fitted on the main deck 12" dia., coamings 3/8" x 3'. Cargo battens are fitted in all cargo spaces. The vessel has the following fire fighting equipment on deck:- Two fire hydrants, two lengths of fire hose with nozzles, and five fire extinguishers. The vessel is equipped with two bower anchors, port anchor marked 15.25. 21.7.20. Dudley EPHN 802, starboard anchor 675, C12. ABS 680, and one stream anchor marked 200. There is 105 fathoms of stud link chain cable on board 29/32" dia., Port cable marked 6.13.25, EPHN 78451, 13.15.0. B.C.T. 20.12.2, starboard cable marked 6.13.26. EPHN 78472, 13.15.0. B.O.T. 20.12.2. The vessel is equipped with two steel life-boats with full equipment, and having a combined capacity for 34 persons.



IF STOCKS, STATE MECHANICAL TEST. SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

