

31 JAN 1949

No. 4323

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 21-1-1949 When handed in at Local Office 21-1-1949 Port of NAPLES  
 No. in Survey held at NAPLES Date, First Survey 6-12-48 Last Survey 30-12-48  
 Reg. Book. 56901 on the Steel Twin Screw S/S "DOLORES" (No. of Visits 3)  
 TONNAGE: 57430 67499 Built at Glasgow By whom Fairfield S.B. & E. Co. Ltd. When 1904 MONTH 5 mo  
 GROSS 626 Owners Maurille Navigation Co. Owners' Address \_\_\_\_\_  
 UNDER DK. \_\_\_\_\_ Managers \_\_\_\_\_  
 NET 353 Port belonging to PANAMA

Surveyed Afloat or in Dry Dock? both Name of Dock Bacini e Serli Napa Destined Voyage Marseille - Haifa  
 Cell DBor DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ 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. 4295 Port Haifa

(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.

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.

Damage report attachedWas a damage report made by anyone else? if so, by whom? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage, stated to have been caused by the vessel grounding when leaving Haifa on 20<sup>th</sup> November 1948, and also on account of a previous grounding in Rhodes Harbour on 9<sup>th</sup> November 1947 (See previous report Piraeus 7<sup>th</sup> Feb. 1948 and log books—Conditions—Now Done—DAMAGE—Vessel placed in dry dock, bottom, rudder and stern frame examined and found in order. No damage as a result of the above grounding being found—

CONDITION Vessel in dry dock, bottom, rudder and stern frame cleaned examined and recoated—

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. (State if on Fell.)
Caulking of Decks <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month _____ Year _____
Coamings <u>good</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>✓</u>
Beams & Fastenings <u>good</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained (State if wedges removed) <u>✓</u>
" " in way of sidelights <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Equipment letter <u>✓</u>
Frames <u>good</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>2 B 1 S</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length <u>✓</u> mean diamr. <u>✓</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stemson <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>
Floors <u>good</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>✓</u>
Keelsons <u>good</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>✓</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>no</u>		Siding <u>✓</u>	
Have the Tanks been tested? <u>no</u>		(State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 eligible, in our opinion, to remain as classed in the Register Book with fresh record of Docking 1-49, subject as previously recommended—

Survey Fee (per Section) Condition 2 Cert. 6960 Fees applied for, 19-1-1949  
 Special Damage or Repair Fee (if any) See special damage rep. attached Received by me, 20-1-1949  
 Travelling Expenses (if chargeable) 280  
 Office expenses 420  
 Land Surveyor's Fee (if any) \_\_\_\_\_

Committee's Minute ✓ TUE. 22 FEB 1949

Character Assigned

Deferred for equipment

But assign 12.48 Naps subject to

BS 11.48

without spl. eda. (m)

Surveyor to Lloyd's Register of Shipping.

FRI. 30 SEP 1949

Record: Last up pending survey

Whitehol

William H. H. H.

Is Certificate required? If so, to be sent to

W1087-0298



Rpt. 9.  
RE  
Date  
No.  
Reg. Bo  
569

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.

Shell plating (P & S) examined and continues efficient. Not dealt with at this time -  
The port bow anchor has not been verified and a spare bower anchor has not been placed on board.  
The shade deck, in our opinion, continues efficient and has not been dealt with -  
It is recommended that it should be further examined and dealt with at the next special survey due in March 1949 -

If Stockless, state *Mechanical Test*.

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 .....																

N.B. - If this  
7, 47 subject  
\* Iron Steam Chains  
or Steel Wire  
delete  
pending sale

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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
<i>See in copy of log</i>											
Iron/Stream Chain or Steel Wire											

Handwritten signature: *Handwritten signature*

6 JUL 1951

Recd  
Laid up  
Will please  
Involz

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