

2 APR 1930

DIS. 1885

BOX No. 87

No. 3283

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1 April 1930 When landed in at Local Office 1 April 1930 Port of Dunkirk

No. in Survey held at Dunkirk Date, First Survey 17th March 1930 East Survey 31 March 1930

No. of Vessel 98496 on the Wood, Iron or Steel "Michael"

TONNAGE:— Built at Middlesbrough By whom R. Craggs & Sons Ltd When 1905
GROSS 354 Owners D. M. Soyothetis Owners' Address 8-3.
UNDER DECK 2849 Managers Port belonging to Andre
NET 1950

Surveyed Afloat or in Dry Dock? Name of Dock Drydock No. 8. Destined Voyage Southfield

B=Cell DBorDBa feet; u&B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ribs, and of the inner bottom plating, especially in the boiler space.

First Report, No. 48318 Port C.F.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on 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 Yes marks
Was a damage report made by anyone else? If so, by whom? No

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by heavy weather on March 11th 14th & 15th 1930 whilst on a voyage from conception to Dunkirk.

Vessel Surveyed afloat (550 tons lined cargo stated to have been damaged by water in No 1 & 2 Holds) Now done:— No 1 & 2 Holds examined and the following noted:— No 1 Hold Port Side one shell plate found cracked at toe of main stringer shell lag in 4th frame space forward of No 2 Bulkhead. No 2 Hold, Signs of leakage from shell on Starboard side in way of main stringer. Several slack rivets in No 2 Bulkhead.

As a temporary repair to avoid delaying the vessel, a cover and plate washers were fitted in holed shellplate on port side of No 1 Hold and (P.T.O.)

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								Temporary
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes
State if Tanks now tested	Engine Room Skylights
Bulkheads	Coal Bunkers, Open'gs, Lids, &c.
Ceiling	Scuppers
Cement or Asphalt (State which.)	Cargo Hatchways
Rudder	Hatches
Steering gear and its connections	Plating of Wood Vessels
Windlass	Caulking
Have Pumps now been examined and found efficient?	Treenails
Have Stairs now been examined and found efficient?	Breasthooks & Stemson
Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches
Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings
	Ditto ditto at other places
	Stringers, Clamps & Shells
	Salting
	(State if examined.)

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptd 24, &c."

This vessel is eligible, in my opinion, to remain as classed without fresh record of Survey Subject to permanent repairs being carried out before trading and to all outstanding requirements being carried out as previously recommended.

Fees applied for, 1. 4. 1930
Received by me, 19
Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

WED. 23 APR. 1930

TUE. 13 MAY 1930

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

The vessel has now proceeded for South Shields where, it is stated, permanent repairs will be dealt with and the 2nd Special ^{Survey} completed (Newcastle Surveyors advised) and in my opinion she is a seaworthy condition for this voyage.

KL

RETAIN

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

N.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 smear the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

General Committee,
Thursday, 15th May, 1930.
Closing Committee's
decision confirmed.