

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th July 1942. When handed in at Local Office 19th July 1942. Port of GREENOCK.
No. in Survey held at GREENOCK. Date, First Survey 28th Jan 1942 Last Survey 17th July 1942.
31668 on the ~~Wood, Iron or Steel~~ TWIN SCREW MOTORSHIP "SANDAR" (No. of Visits EIGHT)

TONNAGE:-
GROSS 7624 Built at COPENHAGEN. By whom AKT. BURMEISTER & WAIN. YEAR 1928 MONTH 12.
UNDER DK. 7038. Owners VIRIKS REDERI A/S. Owners' Address AS RECORDED.
NET 4549. Managers H. VIRIK. Port belonging to SANDEFJORD.
Surveyed Afloat or in Dry Dock? AFLOAT. Name of Dock GARVEL DRY DOCK & JAS. WATT DOCK. Destined Voyage NOT KNOWN.

Cell DB or DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.
Last Report, No. 41984. Port N.YK.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100A1 6,41.	L.M.C. 12,36.
S.S.N.YK. No. 3-6,41.	DBS 6,41.
CARRYING PETROLEUM IN BULK.	TS (CL) 5,41.
	OIL ENGINE
	Oil Engines Continuous Sc.

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 offered, but not required.
Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by heavy weather at sea between the 9th. and 17th. January, 1942 inclusive. (2) DOCKING.

Vessel examined afloat in James Watt Dock, Greenock.
Found - Forecastle Deck plating on stand. side set down, transverses and longitudinals under Deck similarly affected. Keel Stanchions at after end of Forecastle Deck broken and some bent.
Bridge Front Plating (i.e. Saloon Front) between Bridge Deck and Upper Bridge Deck set in and ribs in several stiffeners broken. Woodwork inside saloon and accommodation broken and damaged.
Several H bar supports for Cargo Tank lids on Upper Deck bent & fractured. (cont'd.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams. (LONGIT.)	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	Transverses under Fide 2nd Saloon
Removed and Fair'd or Repaired	✓	✓	✓	✓	5	✓	3	Front, Navig. Bgn Bulwark etc. & see report.
Fair'd or Repaired in place	✓	✓	✓	✓	1	✓	✓	

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks <u>Good</u>	Bulkheads <u>hot work</u>	Engine Room Skylights <u>Good</u>	When fitted, Month Year
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>hot work</u>	Boats <u>Good</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>hot work</u>	Masts, Yards, etc. <u>"</u>
Beams & Fastenings <u>hot work</u>	Rudder <u>Good</u>	Scuppers <u>on deck</u>	Condition, how ascertained (state if wedges removed.) <u>From deck</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>in place</u>	Cargo Hatchways <u>"</u>	Equipment letter <u>BT</u>
" " in way of sidelights <u>hot work</u>	Windlass <u>"</u>	Hatches <u>"</u>	Anchors, No. of <u>3 B & 15</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>hot work</u>	Planking <u>✓</u>	Cables (State if now ranged) <u>ho.</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	" length <u>stated</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>hot work</u>	Treenails <u>✓</u>	" Rule length <u>complete</u>
Transverses (under Fide 2nd) <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>✓</u>	Chain Locker <u>hot work</u>
Floors <u>hot work</u>	Air and Sounding Pipes <u>in deck</u>	Transoms' Pointers & Crutches <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>hot work</u>	Timbers of Frame at openings <u>✓</u>	Standing and Running Rigging <u>efficient</u>
Stringers <u>"</u>		" " at other places <u>✓</u>	Sails <u>✓</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>✓</u>	
Have the Tanks been examined internally? <u>ho.</u>		Salting <u>✓</u>	
Have the Tanks been tested? <u>ho.</u>		(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 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 my opinion, to remain as classed and to have record of survey, 2, 42.

Survey Fee (per Section 29)	£ 19	Fees applied for,
Special Damage & Repair Fee (per Sec. 29)	£ 7 : 7 : 0	Received by me,
Travelling Expenses (if chargeable)	£ :	£ 19
Second Surveyor's Fee (if any)	£ :	

Committee's Minute
Character Assigned 100A1
GLASGOW 24 FEB 1942
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W455-0002

