

pt. 8.
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(Received at London Office)

18 SEP 1941

No. 5413

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Aug. 20th 1941 When handed in at Local Office Aug. 20th 1941 Port of MONTREAL, QUE.

No. in Reg. Book. 31531 on the Wood, Iron or Steel M/V "SALLY MAERSK" Survey held at Three Rivers, Que. Date, First Survey July 25th Last Survey July 30th 1941 (No. of Visits 2)

TONNAGE:- Built at Odense By whom Odense Staalskibsvft When 1923 MONTH 4
GROSS 32552 Owners Ministry of Shipping Wm Janssen Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 3036 Managers Moss Hutchison Line Ltd. Port belonging to Greenock
NET 1984

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Three Rivers Destined Voyage United Kingdom

Cell D B or D B a feet; u E & B feet; f feet
total 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.

Last Report, No. 21434 Port York

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.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE and REPAIRS.

Damage to stem stated to have been caused by the Vessel striking a quay wall at Three Rivers, P.Q., Canada, on July 29th, 1941,

FOUND:- Stem bent over about 3" to from about the 14'-6" mark down to the forefoot.

As a temporary repair, a cement box was fitted for a depth of one frame space from the 14'-6" mark down to the forefoot.

No. 2 double bottom tank leaking in way of one bilge margin bracket angle in the starboard bilge.

As a temporary repair, the angle was welded to margin plate and a bolt with grummet was fitted in rivet hole in place of a slack rivet.

NOTE: This double bottom tank is used for oil fuel and the Master states that this tank will be kept empty while carrying cargo in this Hold.

SURVEY CONFINED TO ABOVE

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

PRESENT CONDITION OF THE

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

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 in good condition, eligible in my opinion to remain as classed, without fresh record of Survey - subject to Vessel being dry docked and STEM and No.2 TANK being permanently repaired at first opportunity.

Survey Fee (per Section 29) £ 90:00 : Fees applied for, AUG 2. 1941
Special Damage or Repair Fee (if any) £ 34:00 : Received by me, 19.
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :

Committee's Minute

TUE. 7 OCT 1941

Character Assigned

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation