

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd December 1952 When handed in at Local Office 2nd December 1952 Port of Nasselle
 No. in Survey held at Nasselle Date, First Survey 28th November 1951 Last Survey 1st December 1951
 Reg. Book. 51487 on the Wood, Iron & Steel Sous-Tauleur "ANNE DE FRANCE" (No. of Visits Three)

Tonnage: 2571 Gross 2889 Under DK 1518 NET
 Built at Newcastle on Tyne By whom Armstrong Mitchell & Co Ltd When 1893 Month 12
 Owners Cia Parameña de Navegacion Santa Owners' Address Lima SA (If not already recorded in Appendix to Register Book)
 Managers Lima SA Port belonging to Lima

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock W3 DD Destined Voyage Foreign
 Cell D Bor D Ba feet; E & B feet; f feet; f e
 total capacity ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet. ✓ tons.

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

Last Report, No. 906 Port L.A.

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).
<u>100 A1</u>	<u>LMC 6-81</u>
<u>Span Deck</u>	<u>TS (CA) 6-51</u>
<u>7.52 Sugs</u>	<u>SS Rot - 9.46 (m)</u>
<u>SS Lin 6.51</u>	

Carrying Petroleum in Bulk ✓
 Summer tanks excluded ✓
 fitted for O.T. 1-48 FP also 1504
 Society's Freeboard (if assigned) as ✓ ft. ✓ ins.
 painted on Ship and now verified ✓

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 Yes

REPAIRS, OR EXAMINATION AS PER RULE, FOR SWELL SIDE PLATING DAMAGE stated sustained on the 9th Nov 1952 at Morossisk through heavy contact with quay whilst berthing in the ballast condition on account of heavy weather. Sea notes examined.
Now Done: Vessel placed in Dry Dock. Shell, bottom plating, stem frame and Rudder cleaned and equipped. Tax not recanted.

Decks, coamings & outside plating; Rudder head, steering gear & its connections; Windlass; Ventilators & their coamings, air & sounding pipes, Engine Room skylights, Scuppers, Cargo Hatchways & Hatches examined.

FOUND: (a) for Damage: Shell side plate f.14 (SS) in way of Boiler Room generally wasted internally through corrosion and thick at ends of frames abreast SS Boiler. Cement has filled

SUMMARY 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								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>	✓	✓	✓	✓	✓	✓	✓
Caulking of Decks <u>good</u>	✓	✓	✓	✓	✓	✓	✓
Coamings <u>good</u>	✓	✓	✓	✓	✓	✓	✓
Beams & Fastenings <u>good</u>	✓	✓	✓	✓	✓	✓	✓
Outside Plating <u>good</u>	✓	✓	✓	✓	✓	✓	✓
" " in way of sidelights <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Frames <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Reverse Frames <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Longitudinals <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Transverses <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Floors <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Keelsons <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Stringers <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Inner Bottom Plating <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Have the Tanks been examined internally? <u>✓</u>	✓	✓	✓	✓	✓	✓	✓
Have the Tanks been tested? <u>✓</u>	✓	✓	✓	✓	✓	✓	✓

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, so far as has been seen, is in efficient condition and eligible in my opinion to be continued as classed in the Register Book and to have record of Docking date 11-52. Msl subject to the Rudder fittings and shell plate f.14 (SS) being further examined and dealt with and to all other outstanding survey requirements and conditions at present attached to her class being carried out on completion of her present voyage in approximately 3 months time and not later than next March.

Survey Fee (per Section 23) <u>(waived)</u>	£ 0: 0: 00	Fees applied for, <u>4/12 1952</u>	Received by me, <u>10</u>
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 0: 0: 00		
Travelling Expenses (if chargeable)	£ 0: 1: 00		
Second Surveyor's Fee (if any) <u>fairly attend.</u>	£ 0: 1: 00		

Committee's Minute TUES. 13 JAN 1953
 Character Assigned write own msl
 Surveyor to Lloyd's Register of Shipping. 17.52 msl subject
 made further inquiry 17.52 msl subject
 Lloyd's Register Foundation
 W1624-0052

found: (cont.)

afloat by crew over wasted area (plate leaking) as emergency repair
Temporary repair not effected:

Electrically welded doubling plate fitted over two frame spaces
 at the forward end of the damaged plate.

(b) for Wear and Tear:

Upon examination of the Rudder (not lifted) the clearances at the
 pintles were found excessive but in view of the short time allowed in the
 dispatch and of the vessel's commitments reworking was not effected.

It is submitted that the owner's representatives request for
 deferment of repair until the completion of the vessel present voyage,
 in approximately 3 months time, merits the favourable consideration
 of the Committee, and in my opinion the Rudder will remain efficient
 meantime.

(c) for Docking: Propeller & sea connections outside fastenings examined &
 found in order, Stern shaft near down in stern hatch not measured.

(d) for S.P.L. = BS 8-82 in completion: It is stated that to complete the
 BS survey the springs of the safety valves of both boilers remain to be
 renewed at the first opportunity (Interim Cert B1 Casablanca 17-8-52)
 and that arrangements have been made for the replacement to be effected
 not later than the completion of the vessel present voyage.

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.			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.			
	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.	Statu- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

Iron Stream Chain or Steel Wire

(e) Electrical Arrangements (Circular No 1994 Refers)

The opportunity offered by the present attendance was taken to examine the wiring and appliances in the vessel's pump room and lower bridge house spaces. There are no electric wiring or appliances in the pump room and it is stated that portable self contained battery-fed lamps of a type approved are exclusively used in this compartment. In the bridge house lower spaces (Accommodation) adjacent to the cargo oil tanks, ordinary wiring and appliances (fuses and switches) are fitted. The owner's attention was duly drawn to the matter and it was stated that the point will be investigated forthwith and will be dealt with not later than the vessel's return from her present voyage in approximately 3 months time.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.