

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3/2/1941 When handed in at Local Office 4/2/1941 Port of Istanbul

No. in Survey held at Istanbul Date, First Survey and Last Survey 16/1/1941  
Reg. Book. (No. of Visits one)

~~20048~~ on the ~~Wood~~ Steel 3 met. Sc. "HELKA"

TONNAGE:— Built at Rotterdam By whom Rotterdam Grogd. Maat. When 1912 MONTH 12  
GROSS 3441 Owners Euxine Shipping Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DEK. 9840 Managers ✓ Port belonging to London  
NET 2454

Surveyed Afloat or in Dry Dock? Afloat Name of Dock ✓ Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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 insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2608 Port P.Sd.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Collision & heavy weather damage.

As reported by the Master the Ss "Helka" was anchored in Belios Bay (Upper Bosphorus) On the 16<sup>th</sup> January 1941 at 3 A.M. a heavy squall came on and the Ss "Helka" swung round, striking the Stem of the Customs Authorities Depot ship H-32 and sustaining damage to Starboard side aft. For further particulars please see Log Book. On examination found, One main sheerstrake plate indented & buckled in way of Engine Room, Starboard side, One main sheerstrake plate next forward slightly bent at after end, one shell plate next above indented, one shell plate next above again, slightly indented at lower edge. Internally one main deck stringer plate in way of Engine Room buckled & set up, Angle flange of a Bulb frame slightly bent, Composition on floor of Pantry started & bulged up. The damaged [P.T.D]

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Caulking of Decks	Bulkheads	Coal Bunkers, Openings, Lids, &c.	When put on, Month..... Year.....
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Rudder	Hatches	Condition, how ascertained
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Transoms	Windlass	Caulking ditto	Sails
Frames	Have Pumps now been examined and found efficient?	Transoms ditto	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Ditto Ditto at other places ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Stringers, Clamps & Shells ditto	length..... size
Floors		Salting (State if examined.) ditto	Rule length..... size
Keelsons			Hawser & Warps
Stringers			Standing and Running Rigging
Inner Bottom Plating			

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 pTND24, &c."

This Vessel as far as now seen is eligible in my opinion to remain as now classed in the Register Book without fresh record of Survey subject to the indented plating on Starboard side in way of Engine Room being dealt with at Owner's convenience & the broken and bent Rails & Stanchions on weather deck both P. & S. sides being repaired at first opportunity

Survey Fee (per Section 29) .....	£	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) .....	£ 45.00	19.....
Travelling Expenses (if chargeable) .....	£ 6.45	Received by me.
		19.....

Second Surveyor's Fee (if any) .....

Lloyd's Agents' Certificate .....

Committee's Minute FER 13 JUN 1941

Character Assigned Deferred

J. H. Campbell  
Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Win Foundation



3/3 "Helka"

does not affect the seaworthiness of the vessel. Heavy weather damage. The Master stated that whilst on a voyage from Suez to Piraeus with a Cargo of Benzine and a cargo of Empty drums on the weather decks Port & Starboard, Vessel encountered heavy weather, the Drum broke adrift and were all washed overboard doing damage to Rails & Stanchions both on Port & Starboard sides. For further particulars please see Log Books. Upon examination found, On Starboard side from forward of the Bridge to the after end of weather deck, stanchions & rails bent and several stanchions & rails broken. also several Rugs on weather deck carrying the stanchions were broken & a number bent. From forward of Bridge to the fore part of weather deck a number of stanchions & rails bent and distorted. On Port side, commencing from forward of Bridge to the after end of weather deck, stanchions & rails bent and several Rugs on deck carrying the stanchions broken & a number bent. From forward of the Bridge to the fore end of weather deck a number of Stanchions bent & Rails distorted. The above rails & stanchions have been temporarily fastened & secured by ship's Company and do not affect ship's seaworthiness. No repairs were carried out at this Port as ship had received orders to sail.

h.c.

ANCHORS.

ANCHORS.													Description of Anchor.	Makers.	Where and when tested and Superintendent.		
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.					
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.				qrs.	lbs.
	1st Bower ..														If Patent state name of Patentee.		
	2nd ..																
	3rd ..																
	Collective Weight. .																
	Stream .....																
	Kedge.....																
..... it is a 1st, 2nd, or 3rd bower.																	

\* 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, or by

*If Stockists, state Mechanical Tests*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.