

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18 June 1942 When handed in at Local Office 18 June 1942 Port of GALVESTON.

No. in Reg. Book. 25950 Survey held at GALVESTON Date, First Survey 14/5/42 Last Survey 28/5/42 No. of Visits 9

TONNAGE: GROSS 10083 UNDER DK. 7829 NET 6164 Built at Amsterdam By whom N.V. Nederl. Schip. Maats. When 1934 - 12 Owners N.V. Vereenigde Nederl. Scheep. Maats. Owners' Address (if not already recorded in Appendix to Register Book) Port belonging to Lloyd's Reg. Dk. 38

Surveyed Afloat or in Dry Dock? Both Name of Dock & Pier 38. Destined Voyage Batavia

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 18734 Port Syd

(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 Docking and Repairs (also General Condition Survey held on behalf of B.M.W.T. prior to vessel being taken over on "Bare Boat" basis, to which report please refer for fuller particulars.)

Now done:- Vessel placed in dry dock. Bottom & rudders dismantled & overhauled, (see below) cleaned, examined & recoated including top side plating. Bower anchors & chain cables ranged, examined & afterwards sprayed with fish oil. Chain locker cleaned, examined & recoated. Also in connection with B.M.W.T. Condition Survey, generally examined all lower cargo holds, upper & lower (See Contin.)

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 Good	per rpt. Good	Good	(State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers not seen internally	
Beams & Fastenings	Rudder Good	Scuppers Good	Boats Good
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained (State if wedges removed.)
Frames per rpt. Good	Have pumps been examined and found efficient?	Planking	Equipment letter
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of 3 B, 15, 1 K.
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" length 300 ft. mean diam. 2 7/16 (on board)
Floors	Have Tanks been examined internally A.P.T. only	Transoms, Pointers & Crutches	" Rule length 300 " size 2 7/16
Keelsons	Have the Tanks been tested? no	Timbers of Frame at openings	Chain Locker Good
Stringers per rpt. Good. no chime lifted.	Air and Sounding Pipes Good	" " at other places	Hawsters & Warps Good & left.
Inner Bottom Plating	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Standing and Running Rigging Good
		Salting (State if examined.)	Sails

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 now seen, is in a good & efficient condition & eligible in my opinion to remain as classed with fresh record of survey 5.42. "DOCKING DATE 5.42". Subject as previously recommended to indented top side shell plating etc., Starboard side amidships in way of fuel oil bunker (coll. dam.) being permanently repaired at a convenient opportunity.

Survey Fee (per Section 29) £75.00 Fees applied for, 13/6/42 WR
Special Damage or Repair Fee (if any) £ Received by me, 16/6/42
Travelling Expenses (if chargeable) £1.50
Additional Condition Survey Fee to be charged at Lond.
On Survey 4c from London 15.7.42

Committee's Minute NEW YORK JUL 1 1942

Character Assigned 100A1 Subject

D.B.S. 6.42 T.P. 5.42

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W182-0022(112)

N/V. JAGERSFONTEIN (P).

tween deck spaces including tank top ceiling, timbers, bulkhead sheathing, cargo battens, frame cement chocks, condition of paintwork & structure, deck erection spaces, cleeks, hatchways, hatches, beams, battening arrangements, tarpaulins, ventilators & coamings, boats, general equipment, W.T. doors, air & sounding pipes, steering gear & its connections, and windlass. All found as new placed in good condition and/or efficient condition.

Indented plating Starboard Side amidships
The temporary repairs carried out at Sydney N.S.W. now examined and found to continue sound & efficient and no evidence of leakage from fuel oil bunker in way. In my opinion permanent repairs can be deferred if desired until after the war.

Repairs (W & T).

Rudders (twin inclined overhung rudders abaft propellers) Both rudders completely dismantled. Stocks machined true in way of upper and lower bushings leaving only slight surface corrosion at lower end bushings. Stock found worn in way of gland bush at lower end of stock now machined true and tapered off to reduced diameter. Upper bushings (bronze), lower bushings (lignum vitae) and lower gland bushings (bronze) all renewed and machined to meet working clearance. Carrier bearing overhauled & grease lubricating system amended and placed in order. Some pitting at leading edge of rudders in vicinity of propellers, also upper part of rudders and palm of stock at forward end built up by welding. Palm bolts & nuts refitted in good order & afterwards re cemented.

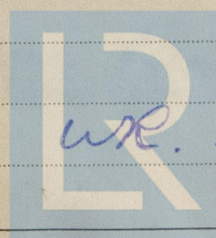
Cargo spaces. Cargo battens repaired & completed as necessary & placed in satisfactory condition. Minor repairs effected to tank top ceiling, tween deck hatches etc, and a number of upper deck hatches renewed.

Mast rigging - 4 back stays for fore & main mast renewed.

Water tight doors in superstructure bulkheads repacked & overhauled.

Also other minor repairs

Cert B. issued, Copy herewith



© 2019

Lloyd's Register
Foundation