

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24/10/40 When handed in at Local Office 24/10/40 Port of Piraeus
 No. in Survey held at Piraeus Date, First Survey 17.10.40 Last Survey 19.10.1940
 Reg. Book. 27450 on the Wood, Iron or Steel SC KEHREA (No. of Visits 2)

82 TONNAGE: Built at Pl. Glasgow By whom Dunlop Bremner & Co. Ltd. When 1912 YEAR. MONTH. 7
 GROSS 1968 Owners T. P. Epiphaniades Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DECK 1606 Managers — Port belonging to Piraeus
 NET 1118 Managers
 Surveyed Afloat or in Dry Dock? Both Name of Dock Harbour Destined Voyage
 WB=Cell DBorDBa 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. 4995 Port Pir

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRY DOCKING & CONDITION

now done:- Vessel placed in dry dock, bottom, stern frame, & rudder, cleaned, examined, & recoated. Generally examined steelwork as far as practicable throughout Nos. 1, 2, 3 & 4 cargo holds. Winchbars & steering gear & its attachments generally examined. Examined all weather decks, housings & casings, closing appliances ventilator coverings, all hatchways, beams, & fastenings, tarpaulins & wood hatch covers ranged, & all found or placed in good condition. The 'Freeboard markings' now verified.

P.T.O.

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

Decks <u>Good</u>	State if Tanks have been examined inside <u>no</u>	Air and Sounding Pipes <u>Good as seen</u>	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>no</u>	Dblng. Plates under Sounding Pipes <u>Good</u>	When put on, Month. Year.
Coamings <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Boats <u>Good as seen</u>
Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Oil Bunkers <u>Good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>no</u>
Weathercocks <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Sails <u>Good</u>
Transoms <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	Equipment letter <u>Good</u>
Names <u>Good as seen</u>	Have pumps now been examined and found efficient? <u>no</u>	Planking of Wood Vessels <u>Good</u>	Anchors, No. of <u>3 B, 1 S, 1 K</u>
Reverse Frames <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>no</u>	Caulking ditto <u>Good</u>	Chain Locker <u>Good</u>
Longitudinals <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>no</u>	Treenails ditto <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Inverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>Good</u>	Length (or dia) in order <u>Good</u>
Ors <u>Good</u>		Transoms Pointers, & Crutches ditto <u>Good</u>	Standing and Running Rigging <u>Good</u>
Ilsons <u>Good</u>		Timbers of Frame at openings ditto <u>Good</u>	
Ingers <u>Good</u>		Ditto Ditto at other places ditto <u>Good</u>	
er Bottom Plating <u>Good</u>		Stringers, Clamps & Shefts ditto <u>Good</u>	
		Salting ditto <u>Good</u>	

General Observations, Opinion as to Class, Recommendation, &c.:—This vessel as now 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.

seen, is in good & efficient condition, & eligible in my opinion to remain as now classed - 100A1 - & to have fresh record of Survey 10, 40

Fee (per Section 29) £ 6 : 0 : 0 Fees applied for, 24/10/40
 al Damage or Repair Fee (if any) £ 10 : 0 : 0 Received by me, 24/10/40
 elling Expenses (if chargeable) £ 4 : 0 : 0
 a Surveyor's Fee (if any) £ —

Committee's Minute

Character Assigned

TUE. 26 NOV 1940

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W186-0018

Treeboard Repairs

The following wood hatch covers have now been renewed in best white pine.

N ^o 1	Cargo Hatch	14	new	wood	cross
N ^o 2	" "	4	"	"	"
N ^o 3	" "	6	"	"	"
N ^o 4	" "	71	"	"	"

CRM

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* 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, 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.