

9-DEC 1942

No. 118766

(Received at London Office)

Rpt. 8.

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24/11/1942 When handed in at Local Office 25/11/1942 Port of Liverpool

No. in Survey held at Liverpool Date, First Survey 2/11/42 Last Survey 19/11/1942  
Reg. Book. 78550 on the Wood, Iron or, Steel S.S. Meliskerk By whom Blohm & Voss When 1919

TONNAGE: - Built at Hamburg Owners' Address Vereenigde Nederl. Scheep Maats  
GROSS 60450 Owners Vereenigde Nederl. Scheep Maats (If not already recorded in Appendix to Register Book)  
UNDER DK. 5464 Managers Directie Agenten Maats Holland Office Port belonging to The Hague  
NET 3745 Name of Dook Langlin DD Destined Voyage

Surveyed Afloat or in Dry Dock? Both Name of Dook Langlin DD Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler Surveys (Including date of N.D., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.	
#100 A1 with	#LMC 6,39
Freeboard 6,42	BS 6,42
S Hms N°3-5,35	CL N 6,39
S S Hms N°1-39	

Cell DBor DBa feet; uE & 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. 24672 Port of Port

(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 Condition & damage  
Now done. Condition: Vessel placed in drydock - Bottom & rudder, cleaned, & examined & recoated. Minor repairs effected to bottom riveting & caulking. Decks, casings hatchways & other chowg appliances, air pipes, vents, windlass & steering gear generally examined as far as practicable & found in satisfactory condition. The Dutch "Transfer" survey has been completed at this time by examination of Fire & life peak tanks, No 3 hold & bunkers & tanging of anchors & cables. The lower deck plating above No 3 hold was found to be somewhat wester & it is recommended that same be further examined & dealt with at the first convenient opportunity. The vessel was urgently required to load a wet cargo & the second deck plating in out opinion is efficient measure. The bunkers were part examined &

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								(P.T.O)
Removed and Fairred or Repaired								
Fairred or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Satisfactory</u>	<u>Satisfactory</u>	<u>Satisfactory</u>	(State if on Felt.)
Caulking of Decks		<u>See report</u>	When fitted, Month
Coamings	<u>No 20</u>	<u>Satisfactory</u>	Year
Beams & Fastenings	<u>Satisfactory</u>		Boats <u>Satisfactory</u>
Outside Plating			Masts, Yards, &c.
" " in way of sidelights			Condition, how ascertained
Frames <u>Satisfactory</u>			(State if wedges removed.)
Reverse Frames <u>No 20</u>			Equipment letter
Longitudinals			Anchors, No. of
Transverses			Cables (State if now ranged)
Floors			" length <u>270</u> mean diam. <u>276</u>
Keelsons			(on board.)
Stringers			" Rule length size
Inner Bottom Plating			Chain Locker
Have the Tanks been examined internally?			Hawsers & Warps <u>Sufficient</u>
Have the Tanks been tested?			Standing and Running Rigging <u>Efficient</u>
			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 efficient condition & eligible in out opinion to remain as now classed in the Register Book with fresh record of Survey 11,42 subject to: permanent repairs being effected to shell plating (P.S) in way of No 2 hold in 1st & 2nd stokes below deck at inner convenience, to the 2nd deck plating above No 3 hold & beams & casing plating in bunkers being further examined & dealt with as necessary at the first convenient opportunity. The vessel's class is also subject as per special reasons list.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 : 10 : 0  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Licence Case Committee's Minute

Character Assigned 100A1 Subject With Freeboard.  
Received by me, Harry S. Newton & Schuchart  
Surveyors to Lloyd's Register of Shipping.

No done Condition (cont)

The beams in way of side hatches & also lower casing plating found to be somewhat weaker & holes locally in parts. No repairs were effected at this time, same in not open being efficient meantime. It is recommended that a further examination be made & repairs effected at the first convenient opportunity.

Damage (1) Stated due to contact with reef wall whilst moving from Herculesum to Torleth Dock, Newport on 9/11/1942.

On examination found that the 1st & 2nd stiches below sheer (P.S) in way of No 2 hold set in together with framing in way, the standing flange of the frame being fractured. Temporary repairs effected by overhauling riveting & caulking in way of damage, & welding fractured frame & E.W. strip being fitted in way of compensation. Shell has tested on completion & found satisfactory. It is recommended that permanent repairs be effected at next convenience.

(2) Damage stated caused by star dories at Newport on 12/6/42.

Heavy derricks fitted at foremast found bare at middle of length & screw & slightly buckled at heel. Permanent repairs were effected by electrically building up the screw plates in the middle of the derricks & fitting in addition a welded plate sheer all round in way. Heel piece removed & a new sheer length of metal plate fitted. For additional strength an electrically welded sheer has been fitted all round in way of derrick heel. Derrick tested under a load of 25 tons on completion of repairs & found satisfactory.

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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.				
						Tons.	Tons.			Cwts.			

S.R.L. Nothing done at this time. Items as per special reasons list examined as far as practicable & found to remain efficient.

H.S.N.

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