

Rpt. 8.

(Received at London Office)

9-DEC-1942

No. 118766

## REPORT OF SURVEY FOR REPAIRS, &amp;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 (No. of Visits 9)

By whom Blohm &amp; Voß When 1919

TONNAGE: - Built at Hamburg Owners Vereenigde Nederl. Schepw. Maats Owners' Address (If not already recorded in Appendix to Register Book)

GROSS 60450 UNDER DK. 5464 NET 3745 Managers Directie Afdeling Maats Holland Office Port belonging to The Hague

Surveyed Afloat or in Dry Dock? Both Name of Dock Langlin DO Destined Voyage

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

total capacity tons. FPT tons; APT tons; MT 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 Liverpool

(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: a damage

Now done. Condition: Vessel placed in drydock. Bottom & rudder, cleaned, & examined & recoated. Minor repairs effected to bottom riveting & caulking. Decks, casings, hatchways & other changing 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 Fore & Aft peak tanks, No 3 hold, & bunkers & ranging of anchors & cables. The lower deck plating above No 3 hatch was found to be somewhat weaker & it is recommended that same be further examined & dealt with at the first convenient opportunity. The vessel was urgently required to load a war cargo & the second deck plating in out openings is efficient meantime. The bunkers were further examined &

SUMMARY OF DAMAGE REPAIRS: - Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: - (P.T.O.)

Renewed ... Removed and Faird or Repaired ... Faird or Repaired in place ...

PRESENT CONDITION OF THE Decks Satisfactory Bulkheads Satisfactory Engine Room Skylights Satisfactory

Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &amp;c. Satisfactory

Coamings " Cement or Asphalt. No. 2 Oil Bunkers Satisfactory

Beams &amp; Fastenings " Rudder Satisfactory

Outside Plating " Steering gear and its connections " Cargo Hatchways " Hatches "

" " in way of sidelights " Windlass " Planking "

Frames Satisfactory Have pumps been examined, and found efficient? No Caulking "

Reverse Frames No. 2. Have Sluice Valves been examined and found efficient? No Treanils "

Longitudinals " Have Watertight Doors been examined and found efficient? No Breasthooks &amp; Stemson "

Transverses " Have Ventilators and their Coamings been examined and found efficient? Yes Timbers of Frame at openings "

Floors " Air and Sounding Pipes Satisfactory Stringers, Clamps &amp; Shelves "

Keelsons " Doubling Plates under Sounding Pipes No. 2. Salting (State if examined.)

Stringers Satisfactory

Inner Bottom Plating " Have the Tanks been examined internally? No

Have the Tanks been tested? No

General Observations, Opinion as to Class, Recommendation, &amp;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 &amp; eligible in our 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 &amp; 2nd stowage below deck at inner convenience, &amp; to the 2nd deck plating above No 3 hatch &amp; beams &amp; casing plating in bunkers being further examined &amp; 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) £ 10 : 10 : 0 Received by me, Harry S. Newton &amp; Lochary

Special Damage or Repair Fee (if any) (per Sec. 29) £ Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

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