

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 22nd Feb 1943 When handed in at Local Office 22nd Feb 1943 Port of PORT NATAL
 Survey held at PORT NATAL Date, First Survey 26th January Last Survey 13th February 1943
 (No. of Visits 8)

ON 88 on the W Steel S. "DORYSSA"
 TONNAGE: 8078 at Newcastle By whom Hawthorn Leslie & Co. Ltd When 1938 - 8 Month May
 Dk. 7235 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
4790 Managers Port belonging to London

Afloat or in Dry Dock? Both Name of Dock Port Natal Dry Dock. Destined Voyage
 DBa feet 4E & B feet 5 feet 10
 Capacity tons FPT tons APT tons MT feet tons } Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.
 All alterations in the existing records should be underlined.
 Port No. 8615 Port L.A.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be done 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 relating to this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined. Special damage
 Made, please see copy attached. Was a damage report made by anyone else? if so by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE - CONDITION.
done for DAMAGE stated to have been caused (a) through stranding on uncharted shoal 9th June 1942 while on a voyage from Abadan to Seydlitz, (b) through heavy weather on 29th June 1942 while on a voyage from Abadan to Seydlitz (c) through coming in contact with H.M. ships at Diego Suarez on the 21st & 24th August, 3rd & 4th September 1942 and (d) through the M.V. "British Energy", 7209 tons gross of London, striking the vessel when coming alongside on the 14th October 1942.

The vessel placed in Dry Dock and examined & the following damage found:-
Damage (a) Paravane shoe turned over to port. Port bilge keel distorted. No 1 keel plate holed. No 2 keel plate buckled. Shell plate, port side, A1 holed, A2 holed, B1 holed, B2 indented, B3 indented, C2 indented (all numbers from forward) P.T.O.

TYPE OF DAMAGE REPAIRS:-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:-
Worked								
Repaired and Fairly or Repaired								
Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
of Decks	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Fastenings	<u>Good</u>	<u>Good</u>	When fitted, Month <u>Good</u> Year <u>Good</u>
Plating	<u>See report</u>	<u>Good</u>	Boats <u>Good</u>
in way of sidelights	<u>Good</u>	<u>Good</u>	Masts, Yards, &c <u>Good</u>
Frames	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>Good</u>
inals	<u>Good</u>	<u>Good</u>	(State if wedges removed)
ses	<u>Good</u>	<u>Good</u>	Equipment letter <u>Good</u>
	<u>Good</u>	<u>Good</u>	Anchors, No. of <u>Good</u>
	<u>Good</u>	<u>Good</u>	Cables (State if now ranged) <u>Good</u>
	<u>Good</u>	<u>Good</u>	length <u>Good</u>
	<u>Good</u>	<u>Good</u>	Rule length <u>Good</u>
Bottom Plating	<u>Good</u>	<u>Good</u>	Chain Locker <u>Good</u>
Tanks been	<u>Good</u>	<u>Good</u>	Hawsers and Warps <u>Good</u>
ined internally?	<u>Good</u>	<u>Good</u>	Standing and Running Rigging <u>Good</u>
Tanks been tested?	<u>Good</u>	<u>Good</u>	Sails <u>Good</u>

General Observations, Opinion as to Class; Recommendation, etc.:
 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 is eligible in my opinion to remain as classed, fresh record of survey 1, 38 being deferred until the Special Survey is carried out; subject to permanent repairs to paravane shoe, keel plate Nos 1+2, & shell plate (p.s.) A1+2, B1, 2+3, C2, (forward) and structural structure in way, being effected at the first convenient opportunity

Fee (per Section 29) £ 5 5 0 Fees applied for, 15th Feb 1943
 Damage Report Fee (if any) £ 22 1 0 Received by me, AL
 per Sec. 29) £ 1 3 0
 ng Expenses (if chargeable) £
 Surveyor's Fee (if any) £

Surveyor's Minute FRI. 14 MAY 1943
 ter Assigned 100A1 subject
51.43 Cam. pet. in bulk
DBS 2.43



Damage (a) continued:- At this time the internal damage was not examined as the spaces in way had previously been partly filled with cement which was not disturbed.

Damage (b) Starboard aft life raft - skids set back & raft smashed. Port aft life raft - skids buckled. No 2 wing tank suction valve spindles, S.S., bent.

Damage (c) Bridge, p.s. - one section of guard rails distorted & curtain plate in way indented. Forecastle deck p.s. - one section guard rails distorted, ventilator to firman's bathroom broken. Forecastle bulkhead, p.s. - plating buckled. Fore deck, p.s. - one section of guard rails broken, forward bulwark plate indented. After deck, S.S. - one bulwark plate indented, 3 bulwark stanchions set in, 1 section guard rails distorted, after davit distorted.

Damage (d) Dinghy missing (stated lost overboard)

Damage (e) Lower bridge S.S. - 2 stanchions & upper bridge distorted. Upper bridge S.S. - deck plating distorted, side plating buckled, side angle buckled, 2 brackets buckled, front plating distorted, several rivets sheared or started, woodwork in front of hullhouse splintered, wood planking splintered, starboard light screen buckled.

Now done for condition:- Vessel in dry dock. Bottom, keel & rudder examined and, except for damage detailed above, found in good condition. Hatchways, ventilator casings, deck & general equipment

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.	lbs.		
1st Bower																
2nd "																
3rd "																
Collective Weight																
Steam																
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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Steam Chain or Steel Wire											

examined. It was noted that the vessel has two bower anchors only, one anchor requires the supplied & place equipment as per Rule.

Repairs for DAMAGE:- During black of time, the dry dock being available for only a short period, permanent repairs to items for damage (a) have not been carried out at this time. As a temporary repair foundation angles have been welded to the shell plate where badly indented & holes and cover plate fitted.

CONTINUED.

Steel Ss. "DORYSSA"

Repairs for Damage Continued.

Damage (b):- Starboard aft life raft - skids part renewed, part renewed joined & replaced, raft renewed. Port aft life raft - skids part renewed, part renewed joined & replaced.

No 2 wing tank suction valve, S.S. spindles renewed joined & refitted.

Damage (c):- Bridge, port side - one section guard rails part renewed, part renewed joined & refitted, curtain plate in way joined in place. Forecastle deck, p.s. - one section guard rails renewed, ventilator & firman's bathroom part renewed. Forecastle bulkhead, p.s. - rivets renewed, plating cropped & part renewed & riveted. Fore deck, p.s. - one section of guard rails renewed, forward bulwark plate joined in place. After deck, S.S. - one bulwark plate joined in place, 3 bulwark stanchions joined in place, one section guard rails renewed joined & refitted, after davit renewed joined & refitted.

Damage (e):- Lower bridge, S.S. - 2 stanchions & upper deck renewed. Upper bridge, S.S. - deck plating renewed, joined & refitted, side plating renewed joined & refitted, side angle renewed, two brackets renewed, front plating renewed joined & refitted, several rivets renewed, woodwork in front of hullhouse renewed, wood planking renewed, starboard light screen renewed.

At this time an Annual Load line Survey has been held, and a duplicate loading endorsement issued.

R.