

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st January 1937 When handed in at Local Office 21st 1937 Port of AntwerpNo. in
Reg. Book.

Survey held at Antwerp

Date, First Survey 10th October 36 Last Survey 13th January 1937

(No. of Visits 24)

78886 on the Wood, Iron or Steel *Brink* 1/2 "LEOPOLDVILLE"

TONNAGE

Built at Hoboken

By whom *Ex. Anon. John Cockerill*

When 1929 8

GROSS 11509

Owners *C^o Maritime Belge (Lloyd Royal) S.A.*

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK. 8305

Managers *Agence Maritime Internationale*

Port belonging to Antwerp

NET 6941

Surveyed Afloat or in Dry Dock? Both Name of Dock *Mercantile Har. Lyl.* Destined Voyage *Congo*WB=CellDBorDBa 401 feet; uE&B feet; f feet
total capacity 1596 tons. FPT 117 tons; APT 156 tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 20265 Port Ant

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| 1100H. with feed. | | LMC 10.33 |
| 8.35. | | 155 11.35. |
| 55 Ant. N7. 32. | | 1100H. RMC 3.26. |
| Fitted for Oil Fuel 8.32. 50. abn 150°F. | | |
| Carrying Palm Oil in Day Tank forward. | | |
| | | TS(C) 8.35 |

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 *yes. Report made*Society's Freeboard (if assigned) as 12 ft. 7 1/2 ins.
painted on Ship and now verifiedWas a damage report made by anyone else? If so, by whom? *M. Royal Salr. Ass^{rs}*REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage. S.S. No 2 and Alterations.**Now done for damage stated to have been sustained: 17. through heavy weather on the 6th September 1936
and 29. through striking the quay wall at Palermo, on the 11th of September 1936.**First damage. No 3 Dk. Bank plates. Forward tank end floor released, failed, refitted. 3
stiffeners renewed.**No 4 Dk. Bank st. side. After tank end floor cracked and wing patch renewed,**remaining parts of floor released, failed & refitted. 4 stiffeners renewed.**No 3 and No 4 Dk. Banks, fitted by water pressure on completion of repairs.**Second damage. On the st side the plates 38 (from fore) renewed, the plates H², H³ and J¹⁷
removed, failed & refitted, plates 36 and 37, also plate K⁶ (from aft) failed in place. P.T.D.*

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | 1 | | | 1 ftg. | | | | |
| Removed and Failed or Repaired | 3 | | | | | | | |
| Failed or Repaired in place | 3 | | | 1 | | | | |

PRESENT CONDITION OF THE

| | | | | | | | |
|--------------------------|-------|---|----------------------|-----------------------------------|-----------------|---------------------------------|----------------------------|
| Decks | good | State if Tanks have been examined inside | yes | Air and Sounding Pipes | good | Copper, or Y.M. of Wood Vessels | |
| Caulking of Decks | " | State if Tanks now tested | yes | Dblg. Plates under Sounding Pipes | " | (State if on felt). | |
| Coamings | " | Bulkheads | good | Engine Room Skylights | " | When put on, Month | Year |
| Beams & Fastenings | " | Ceiling | " | Coal Bunkers, Open'gs, Lids, &c. | " | Boats | good |
| Outside Plating | " | Cement or Asphalt | Cont. good. | Oil Bunkers | See Rept. | Masts, Yards, &c. | " |
| " " in way of sidelights | " | (State which.) | " | Scuppers | good | Condition, how ascertained | from aloft |
| Breasthooks | " | Rudder | good | Cargo Hatchways | " | (State if redges removed) | " |
| Transoms | " | Steering gear and its connections | " | Hatches | " | Sails | " |
| Frames | " | Windlass | " | Planking | of Wood Vessels | Equipment letter | ft. |
| Reverse Frames | " | Have pumps now been examined and found effi- | cient? | Caulking | ditto | Anchors, No. of | 4 |
| Longitudinals | " | Have Sluice Valves now been examined and found | efficient? | Treenails | ditto | Chain Locker | good |
| Transverses | " | Have Watertight Doors now been examined and found | efficient? | Breasthooks & Stemson | ditto | Cables (State if now ranged) | yes |
| Floors | good. | Have Ventilators and their Coamings been examined | and found efficient? | Transoms Pointers, & Crutches | ditto | " length | 300 fm. mean diamr. 2 1/4" |
| Keelsons | " | | | Timbers of Frame at openings | ditto | " Rule length | 300 fm. size 2 1/4" |
| Stringers | " | | | Ditto Ditto at other places | ditto | Hawser & Warps | sufficient |
| Inner Bottom Plating | " | | | Stringers, Clamps & Shells | ditto | Standing and Running Rigging | good |
| | | | | Salting | ditto | | |
| | | | | (State if examined.) | | | |

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptnd24, &c."

*Eligible in my opinion to be continued as classed in the Register Book of the
Society with fresh record of Survey Ant. 1.37. and notation of S.S. Ant. 1.37*

| | | | | | |
|---------------------------------------|---------------------------------|-------------------|------------|-------------|-----------|
| Survey Fee (per Section 20) | Special Survey for S.S. 5.250.- | Fees applied for, | Alteration | for 10000.- | 30/1/1937 |
| Special Damage or Repair Fee (if any) | per Sec. 20 | Received by me, | for 2000.- | 7/11/1937 | 8.37 9/3 |
| Travelling Expenses (if chargeable) | per Sec. 20 | | for 18.- | | |
| Second Surveyor's Fee (if any) | | | | | |

Committee's Minute

TUE 23 FEB 1937

Character Assigned

TUE 25 MAY 1937
FRI 13 AUG 1937

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Lloyd's Register
Foundation

W251-0040(112)

Is Certificate required? If so, to be sent to Antwerp Office when it is assigned

(Sound Damage (Continued))

Shell frames in way of repaired plating faired in place as necessary.
Shell plating box tested on completion of repairs. —

Now done for Special Survey

Vessel placed in dry dock. Bottom and rudder sealed, examined and afterwards recoated.

Folds cleaned, examined, ceiling lifted as required

Fore and After Leak Baulks, all Inb-baulks, Fresh water tanks examined

internally and tested by water pressure to Rule's requirements.

Oil feed breakers tested. to Reid's requirements.

Between decks, Machinery spaces, spaces under Engine & Boilers, spaces above Fore and After Peak, Fore and Aft Peak spaces, Refrigerating spaces, Main locker, Bunkers examined. Plating under oil lights, and plating in refrigerating spaces examined. Galley coal bunker examined.

Decks, Casings, Fiddley examined.

Masts, rigging, anchors, Hammers, Boats, Windlass, Hoisting gear. Pilot's gear
hatchways, Ketchikan coverings, pumps, watertight doors, etc. Boundary pipes
examined. —

Hatches examined in position. Cables ranged & examined.

Heat supports, Bapaulem, Pothers, Chats, Ventilators covers examined.

Freeboard verified.

With regard to the internal examinations of oil fuel breakers, these breakers

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]

more thoroughly sealed and examined in 1932, when the record was consented to oil
fuel burning. The Owners request that the internal examinations of the bunkers
might be waived for this survey, as in the case of their % "BENTONVILLE"
(pl. refer to Kentucky's letter S. of the 12th December 1935.)

Now done for alterations.

The fore end of this vessel has now been cut off, and a new fore end, Mais form shape, built in, including new stem plate and new shell plating.
(See continuation.)

Now done for alteration (continued)

and framing, new Fore Deck, Upper Deck, 2nd and 3rd Deck, with beams,
girders and pillars

A new collision bulkhead erected, and Wt. D. R. bulk extended forward to new position of collision bulkhead. New chain locker erected, above Fore Peak bulk top. Fore Peak bulk and Wt. D. R. bulk tested by water pressure on completion of work.

In the Engine Room, Hare the watertight bulkhead at the after end of the Engine Room, recessed 4 frame spaces aft and new fore and aft bulkheads and after bulkhead erected with new stiffeners. Lower deck girders and pillars altered to suit new position of bulkheads.

Double bottom tank in way of Bauer Wack business strengthened by fitting of extra intercostals and tested by water pressure or completion.

Bridge Deck lengthened at fore end, and new bridge deckhouse front bulkhead erected. New girders and pillars fitted under deck.

No 3 hatch trunk carried up to Bridge Deck and new hatchway created on Bridge Deck.

Rudder plate and arms cut out at the after end as per afforeid plan.
in order to reduce rudder area in conjunction with increased speed of revol.

New feedback marked and cut in on spheroides and verified. —

All the foregoing alterations have been carried out in accordance with plans approved in London, using all Lloyd's tested material. Workmanship satisfactory.

new length of vessel at load water line $156^m.50. = 513.55'$

heights from fore end of stem to Center of rudder main piece 500'

new length of f'cle. 98'

Sh.