

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Sept. 44 When handed in at Local Office 22nd Sept. 1944 Port of CARDIFF.

No. in Survey held at CARDIFF. Date, First Survey 25th Sept. Last Survey 14th Sept. 1944

on the ~~Wood Iron or Steel~~ "MAJA" (No. of Visits 13)

TONNAGE :- Built at Krimpen. By whom N.V.C. Van der Giessen & Zonen's Schps. When 1931 11

GROSS 8181 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DEK 7470 Managers -- Port belonging to London.

NET 4801

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Roath Basin. Destined Voyage --

ULDBorDBa feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

al 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. 15911 Port Baa

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1	* LMC CS 5,39
4,44	11,39
SS.N.Yk.No.3-7,43	DBS 4,44
	Oil Engines.
Carrying Petroleum in bulk.	
	CL P9,41
	SN9,41
Society's Freeboard (if assigned) as painted on Ship and now verified }	6 ft. 7 1/2 ins.

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. Damage Report and

Interim Certificate issued - copies herewith. Was a damage report made by anyone else? if so, by whom? --

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

DAMAGE I. Stated to have been sustained through the U.S.500 striking the vessel as she lay at anchor in Yarmouth Roads - Solent on the 21st. August 1944.

On examination afloat found/starboard side main sheer 2 and 3 buckled on top edge together with gunwale bar in way.

Strake below forecastle sheer Nos. 2 and 3 torn and buckled and forecastle sheer Nos. 2 and 3 set in. 8 forecastle frames in way torn and/or buckled with their deck brackets and forecastle divisional bulkhead buckled. One frame and bulkhead in upper peak space slightly buckled. Fittings and wood bulkhead in accommodation damaged and wood deck started.

3rd. strake below sheer No. 3 indented.

NUMBER OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2	6	-	-	-	-	-	Part 'tween deck bulkhead
Removed and Faired or Repaired	3	-	-	-	-	-	-	& 6 frame brackets. 6
Faired or Repaired in place ...	1	2	-	-	-	-	-	beam knees. Gunwale bar.

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Satisfactory.	Parts exd. satis.	Satis.	(State if on Felt.)
Condition of Decks do.	Not examined.	Cost Repairs: Oil Bunkers	When fitted Month Year
Condition of Plating do.	Cement or Asphalt Not examined.	Oil Bunkers Not examined.	Boats Not examined.
Condition of Rudder & Fastenings Parts exd. satis.	Rudder do.	Scuppers Parts exd. satis.	Masts, Yards, &c. do.
Condition of Steering gear and its connections do.	Steering gear and its connections do.	Cargo Hatchways Satisfactory.	Condition, how ascertained (State if wedges removed.)
Condition of Windlass do.	Windlass do.	Hatches do.	Equipment letter
Condition of Have pumps been examined and found efficient? do.	Have pumps been examined and found efficient? do.	Planking	Condition of Anchors, No. of
Condition of Have Sluice Valves been examined and found efficient? do.	Have Sluice Valves been examined and found efficient? do.	Caulking	Cables (State if now ranged) Yes.
Condition of Have Watertight Doors been examined and found efficient? do.	Have Watertight Doors been examined and found efficient? do.	Treenails	length 240 F mean diam 2.5/16"
Condition of Have Ventilators and their Coamings been examined and found efficient? Yes.	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson	Rule length 300 F size 2.7/16"
Condition of Fore Air and Sounding Pipes Parts exd. satis.	Fore Air and Sounding Pipes Parts exd. satis.	Transoms, Pointers & Crutches	Chain Locker Satisfactory.
Condition of Doubling Plates under Sounding Pipes Not exd.	Doubling Plates under Sounding Pipes Not exd.	Timbers of Frame at openings	Hawsers & Warps Not examined.
		Stringers, Clamps & Shelves	Standing and Running Rigging do.

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 an efficient condition and eligible in my opinion to remain as classed without fresh dry docking date, subject to permanent repairs to indented shell plate No. 3 in 3rd. below sheer (starboard side forward) and to buckled stem and stem plating etc. (port and starboard) and fractured hawse pipe port side at the first convenient opportunity. (60 fathoms cable to supply).

Int. Cert. £ 5 : 5 : -	Fees applied for,
Damage Repair Fee (if any) £ 8 : 8 : 0	22/9/1944
Other Expenses (if chargeable) £ - : - : -	Received by me,
Surveyor's Fee (if any) £ - : - : -	19

LICENCE CASE. AS now subject to LMC CS 9.44 7.43

Is Certificate required? If so, to be sent to

(211) 5000-2526 (112)

Permanent Repairs Now Effected:

Main sheer No. 2 renewed and No. 3 removed, faired and refitted.
 Strake below forecastle sheer No. 2 cropped and No. 3 renewed and extended.
 Forecastle sheer Nos. 2 and 3 removed, faired and refitted.
 Moulding and sidescuttles removed as necessary for access.
 6 forecastle frames and their bottom brackets renewed and 2 faired in place.
 4 beam knees removed, faired and refitted.
 Tween deck bulkhead cropped and part renewed and frame bar and one stiffener renewed.
 Accommodation fittings etc. made good as necessary, and all items removed for access satisfactorily replaced.
 Riveting in way of slightly buckled frame and bulkhead in upper peak space overhauled and now satisfactory. It is submitted that this need not be recorded.
 Indented No. 3 plate in 3rd. strake below sheer not dealt with at this time.

This remains efficient and it is submitted that permanent repairs be effected at the first convenient opportunity.

Shell hose tested on completion of repairs with satisfactory results.

DAMAGE II.

Stated to have been sustained through the U.S.S. LST 16 striking the vessel as she lay at anchor in Yarmouth Roads on 23rd. August 1944.

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.			TWT 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.				
	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.	Stator.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
39827 B	15	2 3/8	106.9	149%	47	3	16		Stud	Gutehoffmann gshutte Oberhausen A.G.	26.9.38 Cardiff (New) L.L.Wright
43641	60	2 3/8	101 1/2	142%	167	0	14		Stud	--	12.9.44 Cardiff A. Butler (Ship's cable t)
	Iron Stream Chain or Steel Wire										

On examination afloat found stem bar set over to port and No. 1 shell plates buckled from 1st. below sheer to 6th. below sheer port and starboard.
 2nd. below port and starboard fractured at stem bar.
 No. 1 frame in peak buckled port and starboard and peak tank top boundary bar buckled and started, shell lug and tie plate in peak buckled.
 Port side hawse pipe fractured, 5 lengths of starboard cable strained and damaged and starboard side anchor crown pin bent.

"M A J A "

Permanent Repairs Now Effected:

1 length of cable renewed and 4 lengths repaired and tested (see table)
 Crown pin renewed.

Temporary Repairs Now Effected:

Fracture in 2nd. below sheer port and starboard veed and welded, and riveting and caulking in way of damage overhauled and caulked or welded as necessary. Fracture in hawse pipe veed and welded.
 Fore peak tank tested on completion and found tight.

It is submitted that permanent repairs be effected at the first convenient opportunity.

Annual Freeboard Survey carried out, marks verified, and a few minor repairs effected.

Just

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.

Z.B.—If the 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.

W252-0005 (2/2) 5000-252M