

25 SEP 1944

No. 55069

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Sept. 44

When handed in at Local Office 22nd Sept. 44

Port of

CARDIFF.

No. in
Reg. Book.

Survey held at

CARDIFF.

Date, First Survey

28th Aug.

Last Survey

14th Sept.

1944

(No. of Visits 13)

1916.

on the ~~Wooden~~ Steel

"MAJJA"

TONNAGE :-

Built at Krimpen.

By whom N.V.C. Van der Giessen &

When 1931

MONTH.

GROSS 8181

Owners

Anglo-Saxon Petroleum Co. Ltd.

Zonen's Schps.

UNDER DECK 7470

NET 4801

Managers

Port belonging to London.

Surveyed Afloat or in Dry Dock? Afloat.

Name of Dock

Roath Basin.

Destined Voyage

ULDBorDBa

feet; uE & B

feet; f

feet

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

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified

6 ft. 7 1/2 ins.

Interim Certificate issued - copies herewith

Was a damage report made by anyone else? if so, by whom?

--

OR ENDS

PAIRS, 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.

Summary 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

Satisfactory.

Condition of Decks

do.

Condition of

do.

Condition of & Fastenings

Parts exd. satis.

Condition of Plating

do.

Condition of "In way of sidelights"

do.

Condition of Parts exd. satis.

Condition of Bulkheads

Condition of Longitudinals

Condition of Transverses

Condition of Parts exd. satis.

Condition of Transoms

Condition of Not examined.

Condition of Girders

Condition of Parts exd. satis.

Condition of Bottom Plating

Condition of Not examined.

Condition of the Tanks been examined internally?

Condition of the Tanks been tested?

Condition of Fore Peak.

Condition of Peak.

Bulkheads Parts exd. satis.

Cement or Asphalt Not examined.

Rudder do.

Steering gear and its connections do.

Windlass do.

Have pumps been examined and found efficient?

do.

Have Sluice Valves been examined and found efficient?

do.

Have Watertight Doors been examined and found efficient?

do.

Have Ventilators and their Coamings been examined and found efficient?

Yes.

Fore Air and Sounding Pipes Parts exd. satis.

Doubling Plates under Sounding Pipes Not exd.

Engine Room Skylights Satis.

Oil Bunkers Not examined.

Scuppers Parts exd. satis.

Cargo Hatchways Satisfactory.

Hatches do.

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Sanding

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted Month

Year

Boats Not examined.

Masts, Yards, &c. do.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length 240 F mean diam 2.5/16"

(on board.)

Rule length 300 F size 2.7/16"

Chain Locker Satisfactory.

Hawsers & Warps Not examined.

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

Fee (per Section 29) Int. Cert. £ 5 : 5 : - Fees applied for,

al Damage & Repair Fee (if any) 8 : 8 : 0 22/9/1944

illing Expenses (if chargeable) £ - : - : - Received by me,

d Surveyor's Fee (if any) £ - : - : - 19.

mittee's Minute

acter Assigned

LICENCE CASE.

Surveyor to Lloyd's Register of Shipping.

WED. 4 APR 1945

Lloyd's Register

Foundation

Is Certificate required? If so, to be sent to

(211) 5000-2526

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.			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															
	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.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
39827 B	15	2 3/4	106.9	149 3/4	47 3 16				Stud	Gutehoffmann Gshutte Ober hausen A.G.	26.9.38 Cardiff (New) L.L.Wright
43641	60	2 3/8	101 1/2	142 1/2	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.

Port of

CARDIFF.

Continuation of Report No. 54569. dated 20th Sept. 1944

on the

"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:

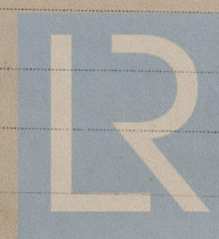
Fracture in 2nd. below sheer port and starboard veed and welded, and riveting and caulking in way of damage overhauled and caulked or welded as necessary. Fracture in hawse pipe veed and welded. Fore peak tank tested on completion and found tight.

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.

JSY

W252-0005 (2/2)



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Lloyd's Register
Foundation