

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th Sept 1939 When handed in at Local Office 7/10 1939 Port of Antwerp

No. in Survey held at Antwerp Date, First Survey and Last Survey 23rd September 1939
Reg. Book. (No. of Visits 1)

19831 on the Wood, Iron or Steel ANTVERPIA

TONNAGE:-

GROSS 4932UNDER DK. 4694NET 3132Built at NewcastleBy whom Swan, Hunter, Ingham Richardson & Co.When 1908 - 10Owners C^o Royale Belgo-Argentine

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers Ammonius DeffePort belonging to AntwerpSurveyed Afloat or in Dry Dock? Yes Name of Dock Alg. & D. 8Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT 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. 22902 Port Ant

(Periodical Surveys, when held, must be reported in detail and ariatim in the terms of the Rules. 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 ✓

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 0 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking

Now done Vessel placed in dry dock. Bottom and rudder cleaned, examined and afterwards recoated. Decks, hold, coamings, equipment generally examined.

S.R.L. the indicated plating examined continues efficient ✓

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>no</u>	Air and Sounding Pipes <u>✓</u>	Copper, or Y.M. of Wood Vessels (State if on felt) <u>✓</u>
Caulking of Decks <u>✓</u>	State if Tanks now tested <u>no</u>	Dblng. Plates under Sounding Pipes <u>✓</u>	When put on, Month <u>Year</u>
Coamings <u>✓</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>✓</u>	Cement or Asphalt (State which.) <u>✓</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>✓</u>	Rudder <u>good</u>	Scuppers <u>✓</u>	(State if wedges removed) <u>✓</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>good</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Windlass <u>✓</u>	Hatches <u>✓</u>	Equipment letter <u>2</u>
Frames <u>good</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>3B. 15. 1K.</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>✓</u>	Chain Locker <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stemson ditto <u>✓</u>	" length mean diam. (on board) <u>complete</u>
Floors <u>✓</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	" Rule length <u>size</u>
Keelsons <u>✓</u>		Timbers of Frame at openings ditto <u>✓</u>	Hawser & Warps <u>sufficient</u>
Stringers <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shells ditto <u>✓</u>	
		Salting ditto <u>✓</u>	
		(State if examined.) <u>✓</u>	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptn24, &c."

Eligible in my opinion to be continued as classed in the Register Book of the Society, with fresh record of survey Ant. 9.39, subject to the indicated plating being dealt with at the Owner's convenience

Survey Fee (per Section 29) £ 350.-

Special Damage or Repair Fee (if any) £ 10.-

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, 2/10/1939

Received by me, 19

Committee's Minute

Character Assigned 59.39

TUE 17 OCT 1939

100A1 Subject W
Spar Dr B.S. 6.39

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W287-0027

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.

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]

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Comm

t. B.)—]