

# REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report.....19... When handed in at Local Office 16 MAY 1941 Port of LIVERPOOL  
 in Survey held at LIVERPOOL Date, First Survey 15/12/40 Last Survey 2/5/1941  
 Book. 136 on the Wood, Iron or Steel "EUROPA" (P) (No. of Visits 23)

TONNAGE: Built at Copenhagen By whom Akt. Barmisker & Søn YEAR: MONTH: 1931 5  
 GROSS 10224 Owners A/S Det Ostasiatiska Kompagni Owners' Address  
 DER DK. 8350 Managers Port belonging to Copenhagen  
 T 0432

Surveyed Afloat or in Dry Dock? drydock Name of Dock Zuans Canada & Brockelbank Destined Voyage  
 WDBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 Capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

N.B.—All alterations in the existing records of tanks should be underlined.  
 Last Report, No. 115274 Port Liv

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 with freeboard 9.39	*LMC 65, 40 9.39
55 GPN N° 2-39	DB 59, 40
Carrying vegetable oil in forward deep tanks	TJ (C) N 638
N° 3 lower lower deck & N° 5 upper lower deck for temp 18°F	*LLOYDS RMC 1240
Other chambers for temp 32°F.	Oil Engines
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

Medical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom? Hay & Smart

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & S.R. LIST.  
 LICENCE N° 4333

Damage stated to have been caused through ① grounding in St Lawrence, 3 miles past Three Rivers on 28th August 1940 & ② through enemy action whilst lying in Huskisson dock Liverpool on 20th December 1940 & ③ 12th March 1941.

Vessel placed in drydock, shell plating & rudder cleaned, examined & recoated.  
 DAMAGE N° 1 - On examination in drydock, found shell plating in "Di E" strakes (p.s.) abreast fore end of bridge scrubbed & 1st & 2nd lengths of bilge keel renewed

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. 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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Planking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Stairways	Rudder	Scuppers	Masts, Yards, &c.
Rigging	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Outside Plating	Windlass	Hatches	Equipment letter "ef"
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size 240
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Keelsons		" " at other places	Standing and Running Rigging
Stringers		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Salting (State if examined.)	
Have the Tanks been examined internally?			
Have the Tanks been tested?			

### 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."

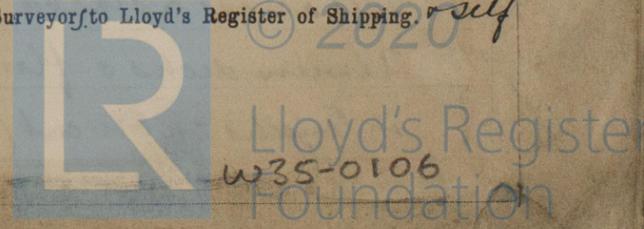
*This report is forwarded for the information of the Committee.*

Survey Fee (per Section 29)	£		
Special Damage or Repair Fee (if any) (per Sec. 29)	£	21	
Travelling Expenses (if chargeable)	£	1	2
Second Surveyor's Fee (if any)	£		

Fees applied for, 23 MAY 1941  
 Received by me, R. B. Shephard

R. B. Shephard Surveyor to Lloyd's Register of Shipping

LICENCE CASE  
 Committee's Minute  
 Character Assigned For the Information of the Committee



Is Certificate required? If so, to be sent to

in way set up.

D7 (s.s.f.) set up locally between frames.

Permanent repairs to these parts have not been carried out at this time, the riveting & caulking in way have been examined & found satisfactory. This damage does not in our opinion affect the vessel's efficiency.

REPAIRS:- A few rivets in way of after peak caulked.

Stemframe streamline plate refastened.

Scarp of stemframe below boss red out & built up electrically.

Heel of stemframe in way of plate landings grooved locally & welding at plate landings (p.s.) defective - welding cut away, landings chipped back & stemframe in way efficiently welded.

In view of the position & nature of the defect it is recommended that this electric welding of the stemframe in way (EW 12, 40) be specially examined at next drydocking.

Minor repairs carried out.

DAMAGE No 2 - Examined No 1, 2 & 3 holds & tween decks, deck, chain locker, anchors & cables, fore peak, after peak spaces, No 1 & 2 DB tanks internally, deep tanks internally generally, hatchways, masts rigging. Ceiling & insulation removed as required after peak tanks tested.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: 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.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

Iron Steam Chain (or Steel Wire...)

On examination found portside shell & bottom plating abreast No 1 & 2 holds destroyed for approximately 60' x 30' & plating in vicinity up to top deck affected, starboard shell plating affected in way No 1 & 2 hold bulkhead & abreast after end of No 2 hatch, starboard bottom plating, floors & tanks top set up bodily in way No 1 & 2 hold bulkhead, minor bottom shell leakages all fore aft, No 1 & 2 hold tween deck bulkheads partly destroyed & set across to starboard, tween deck plating, girders & beams affected in No 1 & 2 tween decks & floors & tank top plating destroyed & buckled. 4 lengths cable cut (salvage operations), minor deck damages.

see page 2.

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LIVERPOOL

Continuation of Report No. 116049 dated

2/6/41

2 MAY 1941 on the

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"EUROPA"

REPAIRS:-

Vessel lined up fore & aft & thwartships.

2 centre keelson plates renewed & 2 cropped & part renewed.

2 keel plates renewed, 1 cropped & part renewed

2 keel plates faired in place.

Approximately 20 starboard side floors released & lined up with 2 cropped & part renewed & others faired as necessary.

Several floors (p.s.) renewed, others being fitted and the extensive repairs generally well advanced when vessel has been destroyed, whilst under survey by enemy

action.

war

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.