

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 31 JAN 1941 Port of...
No. in Survey held at LIVERPOOL Date, First Survey 20/1/41 Last Survey 27/1/1941
Reg. Book. EMINENT (No. of Visits 2)

73872 on the Wood, Iron or Steel

TONNAGE—

GROSS 500

UNDER DEK. 329

NET 329

Built at Martenshoek

By whom Bodewes Schepswerven

When 1939

Owners "Amaco" Arment maritime et Colier SA (have Soc Anon)

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

Managers Societe d'Expédition & de navigation

Port belonging to

Antwerp

Surveyed Afloat or in Dry Dock? afloat Name of Dock Brocklebank Destined Voyage

Cell DBor DBa feet: uE&B feet: f feet: f
total 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. 23258^A Port Ant

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR EXAMINATION AFTER REPAIRS. & S.R. LIST.

see also Secretaries' letter dated 8th January 1941
Newcastle Report No 98368

Vessel afloat.

The Owners representative stated that all repairs due to grounding & striking dock wall had been carried out at Antwerp, that all bottom plating, stem frame, a number of floors, tank top plating, ceiling, side frames, 2 bowers anchors & 30 fathoms cable had been renewed.

From the examination made it was noted that the shipside framing, shell plating where available & ceiling were in good condition that the vessel had 3 bowers & 1 stream anchor & that the temporary channel slings for stem frame sole piece

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									
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	✓		
Caulking of Decks	- do -	Ceiling	- do -	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)			
Coamings	- do -	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	✓	Year	✓
Beams & Fastenings	where exam ^d good	Rudder	✓	Scuppers	✓	Boats			✓
Outside Plating	- do -	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good		
" " in way of sidelights	✓	Windlass	- do -	Hatches	- do -	Condition, how ascertained	from deck		
Frames	where exam ^d good	Have pumps been examined and found efficient?	✓	Planking		(State if wedges removed)	no		
Reverse Frames		Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	g		
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails		Anchors, No. of	3-1		
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	no		
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches		" length	stated	mean diamr.	
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		(on board)	complete	size	
Stringers	✓			" " at other places		" Rule length			
Inner Bottom Plating	✓			Stringers, Clamps & Shelves		Chain Locker			✓
Have the Tanks been examined internally?	✓			Salting		Hawsers & Warps	stated good		
Have the Tanks been tested?	✓			(State if examined.)		Standing and Running Rigging	good		
						Sails			✓

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 as far as now seen is in an efficient condition & eligible in my opinion to remain as classed without fresh record of survey & subject to mainmast being renewed at an early convenient opportunity & to vessel being specially examined (grounding repairs, etc.) at next dry docking

Survey Fee (per Section 29) ... £

Special Damage or Repair Fee (if any) EXAM AFTER REPAIRS 3 3

Travelling Expenses (if chargeable) ... £

Second Surveyor's Fee (if any) ... £

Committee's Minute LIVERPOOL

Character Assigned Deferred for dry docking.

Fees applied for, 3 FEB 1941

Received by me, 19

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Surveyor to Lloyd's Register of Shipping.

TUE 25 FEB 1941

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Deferred

(100A Lloyd's Register)

3.40 two

Foundation

W387-0003

had been removed, & the shell bolt holes for same riveted up.

The vessel was stated to be on urgent service & no opportunity was afforded for internal examination of tanks

No list of repairs was available & the Owners representative stated that this had been left at Antwerp together with the new anchor & cable certificates.

As the vessel was afloat, no opportunity was afforded for examination of the bottom shell, etc. stern frame repairs at this time it is recommended that an examination of these repairs (grounding) be carried out at next dry docking.

S.R. LIST:~ Mainmast was specially examined at this time & remains efficient meantime.

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

ANCHORS.

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

CHAIN CABLES.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.