

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

3-5-34

When handed in at Local Office

31-5-34

Port of Antwerp

No. in
Reg. Book

Survey held at

Antwerp

Date, First Survey

7-4-34

Last Survey

3-5-1934

22258 on the Wood, Iron or Steel

S. S. "Bomarsund"

TONNAGE:-

GROSS 4537

UNDER DK. ✓

NET 2571

Built at Flensburg

Owners A/B Naxos Pines

Managers R. Mathison

By whom Flensburg Schiffsb. Ges.

When 1907

Owners' Address

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

Port belonging to Helsingfors

Surveyed Afloat or in Dry Dock?

afloat

Name of Dock ✓

Destined Voyage ✓

WB=CellDBorDBa

feet; uE&B

feet; f

feet

tal 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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 12963 Port Bus

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

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined. *Not required at present*

Was a damage report made by anyone else? If so, by whom? *Expert Nautique Suseyos*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage stated to have been caused by collisions with the S.S. "La" in the English Channel on the 25th March 1934.*

Done:- Vessel examined afloat partly loaded & subsequently discharges.

and:- on the Port Bow.

Shell plate in the fore-castle stem shake & in the 1st Streak below, No 1 & 2 plates in the main stem shake & in the 1st & 2nd Stakes below all more or less badly buckled, set in, scored, & torn.

the Starboard Bow

Shell plate in the fore-castle stem shake & in the 1st Streak below, No 1 & 2 plates in the main stem shake and in the 3rd below & No 1 plate in the 2nd, 4th & 5th Stakes below all more or less set in, buckled or fractured.

frames, side stringers, Tween deck plating, Breast Hooks, Panting beams &c in the

REPAIRS OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Fastenings	State if Tanks now tested	Dble. Plates under Sounding Pipes	(State if on Felt).
Plating	Bulkheads	Engine Room Skylights	When put on, Month Year
in way of sidelights	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Stakes	Cement or Asphalt	Bunkers	Masts, Yards, &c.
Frames	Rudder	Scuppers	Condition, how ascertained
Lines	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
Plating	Windlass	Hatches	Sails
Bottom Plating	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of
	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
		Transoms Pointers, & Crutches ditto	length mean diamr.
		Timbers of Frame at openings ditto	(on board) size
		Ditto Ditto at other places ditto	Hawser & Warps
		Stringers, Clamps & Shells ditto	Standing and Running Rigging
		Salting ditto	
		(State if examined.)	

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 pEND24, &c."

This Vessel is eligible in my opinion to remain as classed subject to the port starboard bow plating & framing &c in way being repaired before the Vessel is again placed in Commission.

Fee (per Section 29) £

Fees

Damage or Repair Fee (if any) £

2625-

Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

3-5-1934

Received by me,

7es:2625 pd 23-7-1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

11 MAY 1934

OCT 30 1934

OCT 25 1935

Character Assigned

Referred for repairs

Referred

Lloyd's Register of Shipping

S. S. Bonaire

Damage contd.

Fore peak (open) in way more or less badly buckled or bent.

The collision bulkhead plating & shell bar on the port side buckled.

The port main pipe badly smashed & the stand. pipe cracked.

A specification for repairs made out & tenders invited for the work, but no arrangements so far have been made for repairs to be carried out.

On the final visit interviewed the Captain who stated that the vessel, now discharged, was indefinitely laid up & the question of repairs was in abeyance in the meantime.

NSW

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

and when tested and Superintendent.

If Sailed, state Mechanical Tests

and where tested and Superintendent.