

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22nd August 1939 When handed in at Local Office 28th 1939 Port of Antwerp
 No. in Survey held at Antwerp Date, First Survey 19th December 1938 Last Survey 21st January 1939
 No. in Reg. Book 20830 on the Wood, Iron or Steel 1/2 "LE PROQUE" (No. of Visits 8)
 TONNAGE: Built at Newcastle By whom Swan Hunter, Wigham & Dickson When 1905-10
 GROSS 1275 Owners C. Manhaud Export Import Owners' Address _____
 UNDER DK. _____ Managers _____ Port belonging to Antwerp
 NET 755

Surveyed Afloat or in Dry Dock? Both Name of Dock Cely S.D. 404 Destined Voyage _____
 V.B. = Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet
 Capacity _____ tons; FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.
 N.B. - All alterations in the existing records should be underlined.

Previous Report, No. 21741 Port Ant.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 affecting this case.

In damage 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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>Selected 2nd 11.29.</u>		<u>HOPE 11.36.</u>
<u>Selected 11.36.</u>		<u>11.37.</u>
<u>HOPE 11.37.</u>		<u>TS (Ch) 11.36.</u>

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

Was a damage report made by anyone else? If so, by whom? Wheeler, Salvage Association
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through collision with the 1/2 "BANNIKOM", whilst being moored at berth W. 156, at Antwerp, on the 17th of December 1938.

Done. Vessel examined afloat and afterwards in dry dock. In addition to the damage caused by the collision at the after end of side between the Upper Deck and the second Deck, extensive damage was observed on the side from the after end of the Engine Room to the after peak bulkhead, due to the vessel being pressed against the edge of the quay wall.

A specification of repairs to be carried out was drawn up in conjunction with Underwriter's Surveyors. The Owners, however, claimed that the vessel had been bent and twisted through the collision, and did not agree to the repairs being confined to renewal of parts actually damaged. The vessel was lined up in dry dock, both on bottom and on deck, and the alignment of the line of shafting

CATEGORY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

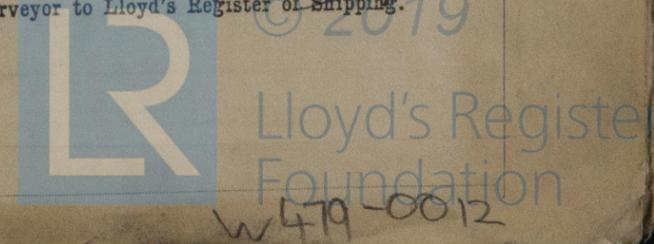
GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell.) When put on, Month Year
Condition of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Condition of Bulkheads	Bulkheads	Engine Room Skylights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

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."
For the information of the Committee.

Survey Fee (per Section 29)	£	Fees applied for, 22/6/1939
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Travelling Expenses (if chargeable)	£	
Land Surveyor's Fee (if any)	£	

A. Letar
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned See Casualty report



Is Certificate required? If so, to be sent to

"LE PHOQUE" (Continued)

was carefully checked.

Whilst a slight out of alignment was observed at the after end of the keel, and at the hatchway coamings on Upper Deck, the line of shafting was found in true alignment, and it was concluded that the vessel was slightly out of line before this collision.

The Owners have sold the vessel for breaking up, and the work of demolition was started in July. See Autopsy letter of the 18th August 1929.

Thetain

N.B.—If this Report is copied by Copying Press, special 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.

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.			
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain } or Steel Wire.... }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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