

REPORT of SURVEY for REPAIR

Date of writing Report 28-2-20 When handed in at Local Office 28-2-20 Port of MontesNo. in
Reg. Book.Survey held at BrestDate, First Survey 2-2-20 Last Survey

(No. of Visits)

Master Dooley21436 on the Wood, Iron or Steel S.S. "Katenna"

TONNAGE:-

GROSS 3343UNDER DECK 2735NET 2036Built at Orange Tex.By whom National S. S. Co.When 1919Owners Brook Steamship CorporationPort belonging to Orange

Owners' Address

(if not already recorded in Appendix to Register Book)

ed Afloat or in Dry Dock? Afloat Name of Dock Brest Commer. Destined Voyage Casablanca etcellDBorDBa ✓ feet; uE&B ✓ feet; f ✓ feet; ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.All alterations in the existing records should be underlined.
The Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides 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.Report, No. 1783 Port N. Os

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Assigned	Machinery and Boiler
For Special Survey.	Assigned	Assigned
Date of last Survey and of Periodical Surveys.	Assigned	Assigned
		(including date of N.B., if any).
<u>+10A-</u>	<u>8-19</u>	<u>+LMC</u>
		<u>7-19</u>

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from repairs due to other causes; details being detailed in the body of the report, should be summarised in the form shown below. Whenever the report of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case. S-10-2-20Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ins.In 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? UndersignedOR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by weather between the 31st January & the 2nd February 1920
on the voyage from Swansea to Casablanca.examined afloat, loaded with coal, internally and externally.
the ship put into Brest leaking & unable to keep the water under.
arrival the draft is stated to have been 25'-0" forward &
aft = 24'-4 1/2" mean. Soundings in the hold 4'-4" forward &
aft = 4'-2" mean.
stated to have left Swansea draft 24'-6" forward, 24'-9" aft =
P.T.O.

OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—					
ewed														
oved and Fair'd or Repaired														
ed or Repaired in place														
CONDITION OF THE		Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State if used.)	Rudders	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Safe Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
f Decks														
Fastenings														
ating														
f ditto														
s & Crutches														
rames														
Expenses (if chargeable)														
Surveyor's Fee (if any)														
Committee's Minute														
Character Assigned														

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pnd15, &c."

is vessel is eligible to be continued as classed +10A, without
the record of Survey, subject to further examination in a dry dock at
on the Gulf of Mexico or Norfolk Va., on her arrival there
exactly after the present voyage to ports in Morocco.Fees to be charged in London 550Fees applied for, 19Received by me, 19G. Demarest
David Nicholas

Surveyor to Lloyd's Register of Shipping.

The inclusive total expenses £150 - 4/3 from London paid 9-3-20 W.W.

TUE. MAY. 18 1920

Lloyd's Register
Foundation

Hautes

Continuation of Report No. 1118 dated 28th 1870

W.S.S. "Hattera"

P.S. sides of the fore and the after bulkheads of the
well to permit the water in the holds to drain into the
well & be pumped therefrom by the two existing 3½
inches. These sluice-valves worked by rods carried
up to the height of the lower deck, the after ones to the
man hole of the tank cover and the fore ones on the
bulkhead, to reach which a plank gangway was fitted
from the tank ladder to the head of the rods.

The leak into the after well was stopped as far as possible
by wedging; a coffer-dam of timber was built over the well
as to confine the water to that compartment, the three
inches were removed from the well & placed in the space
ahead before it. The coffer-dam was solidly constructed
& caulked, attached to the frame-timbers but not to the
skin planking, against which it was made watertight
by felt.

A strong eyebolt was driven into the port & the starb. frame
timber of the after peak bulkhead, with a neck-plate secured
by 4 coach-screws a little above the level of the centre
keelson; the two eyebolts were joined by a chain fitted with
tightening screw in order to draw the two sides together
to counteract the effects of the wedging.

The caulking of the waterway and the deck seams &
butts were overhauled and made good.

Both peak tanks were pumped out to permit of internal
examination and afterwards refilled.

Subsequent visits it was found by sounding that the
water, by means of the ship's pumps only, was reduced in the
holds to normal conditions, say a mean of 8 inches,
better trim of the vessel by the stern allowing the
water to run freely through the lumber-holes to the pumps,
draft of the ship being then 21'-10" forward & 25'-7" aft
23'-8½" mean & all coal being out of the deep tanks
and stowed aft.

Vessel was tried in the roadstead with her engines
running ahead and astern.

Survey certificate issued in triplicate, Copy forwarded
herewith.

J. Demarest
David Nicholas



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