

Rpt. 8.

(Received at London Office)

No. 29979

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 12<sup>th</sup> AUG 1947

When handed in at Local Office 19

Port of Rotterdam

No. in Survey held at Ablasserdam

Date, First Survey 25<sup>th</sup> SEPT 46 Last Survey 4<sup>th</sup> JULY 1947

Reg. Book.

(No. of Visits 16)

78738 on the Wood, Iron or Steel

"MILDRED"

TONNAGE:

GROSS 552

UNDER DK. 425

NET 246

Built at Ablasserdam

By whom Werf de Noord

When 1939

Owners N.V. Tank Kustvaart Maatschappij

Owners' Address

Managers

Port belonging to Rotterdam

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Werf De Noord Destined Voyage THAMSHAM

Cell DBor DBa feet; uE & B feet; f feet  
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. 111425 Port Lon

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

CHARACTER  
\* for Special Survey.  
Date of last Survey and of Periodical Survey  
+ 739 Alb. Bamping  
petroleum in bulk  
Machinery and Boiler Surveys  
(Including date of N.B., if any)

(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 10.108  
painted on Ship and now verified

yes, to Government Reconstruction Dept. Was a damage report made by anyone else? if so, by whom? Government  
REPAIRS, OR EXAMINATION AS PER RULE, FOR Re-classification and Damage Repair.

The vessel is reported to have been scuttled by means of explosives by the Germans at Brest shortly after D-day. Vessel refloated, towed to Holland and placed on a temporary slipway at Ablasserdam.

Bottom and rudder cleaned, and found or made good and recoated.

Peak tanks, oil fuel bunker, cofferdams, pump room, cargo tanks, engine room, forepeak space, chain locker and crew spaces aft cleared, thoroughly cleaned, and found or made good. All parts recoated where required.

Inner surface of shell plating (also in way of side lights), P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	2 (PART)	11	2	4			1 (PART)	
Removed and Fair'd or Repaired	19	9						RUDDER PLATES
Fair'd or Repaired in place	15	3						

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	do.	Celling	not fitted	Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	
Coamings	do.	Cement or Asphalt		Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	do.	Rudder	good	Scuppers	do.	Boats	good
Outside Plating	do.	Steering gear and its connections	do.	Cargo Hatchways	do.	Masts, Yards, &c.	do.
" " in way of sidelights	do.	Windlass	do.	Hatches	do.	Condition, how ascertained	unshipped
Frames	do.	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)	
Reverse Frames	do.	Have Sluice Valves been examined and found efficient?	none fitted	Caulking		Equipment letter	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	none fitted	Treenails		Anchors, No. of	3B, 15
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	RENEWED
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 195 Ft. mean diam.	13/16
Keelsons	do.	Doubling Plates under Sounding Pipes	do.	Timbers of Frame at openings		(on board.)	
Stringers	do.			" " at other places		" Rule length 195 Ft. size	13/16
Inner Bottom Plating	✓			Stringers, Clamps & Shelves		Chain Locker	good
Have the Tanks been examined internally?	yes			Salting	(State if examined.)	Hawsers & Warps	do.
Have the Tanks been tested?	yes					Standing and Running Rigging	do.
						Sails	✓

## General Observations, Opinion as to Class, Recommendation, &amp;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 is in a good and efficient condition and in my opinion she is eligible to be reclassified 100A1 "carrying petroleum in bulk" with fresh docking date 4-47 and the notation U.S. Bot 4-47.

Survey Fee (per Section 29) £2,360 - : ✓

Special Damage or Repair Fee (if any) (per Sec. 29) £650 - : ✓

Travelling Expenses (if chargeable) £10 - : ✓

Second Surveyor's Fee (if any) £ - : ✓

Committee's Minute

Character Assigned

Fees applied for,

8-7-47

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register

Foundation

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



decks, floors, keelson, frames, beams and knees, bulk heads, pillars, engine and boiler settings etc and found or made good.

Peak tank, cargo tank, oil fuel bunkers and coppers and keels with a load of water as required and all parts found sound and tight.

Steering gear, windlass, mast, rigging, pumps, sanitary discharges, side light overhauls and now good.

Oil and sounding pipes, ventilator coaming and cowls, casings and closing appliances of same found or made good.

Chain cables, two lower and all steel wires missing. Remains of anchors overhauled and now good.

Freeboards verified and correct.

The following repairs have been carried out:

Item: top part of soft nose stem with stiffeners renewed.

Keel: No 1 keel plate faired in place and partly renewed.

Shell plating: No 2 A-plates (both P.s. and S.s.) removed, faired and replaced and partly renewed.

On S.s.: A-plate in way of A.P. Bles partly renewed.

B<sub>1</sub>, B<sub>2</sub>, C<sub>3</sub>, D<sub>4</sub>, D<sub>5</sub>, D<sub>6</sub>, E<sub>7</sub>, E<sub>8</sub>, E<sub>9</sub>, E<sub>10</sub>, E<sub>11</sub>, E<sub>12</sub>, E<sub>13</sub> removed & repl.

B<sub>3</sub>, C<sub>4</sub>, C<sub>5</sub>, C<sub>6</sub>, D<sub>7</sub>, E<sub>8</sub>, E<sub>9</sub>, E<sub>10</sub> faired in place and partly renewed.

C<sub>8</sub>, D<sub>9</sub> partly renewed.

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

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF 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.	lbs.		
2285	1st Bower	14	0	10				18	6	3	14	14	2	0	KON. NED.	LEIDEN.
2286	2nd "	14	0	8				18	6	3	14	14	2	0	GROESM.	13-9-40
	3rd "															A. V. HASSELT.
	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.	Stretching.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
5102	195	1 3/16	25 1/8	38	151-3-0	141-1-0	195	1 3/16	STUD	KON. NED. GROESM.	31-3-44, LEIDEN 6-DE LONG.
	60	3"	18.6				60	3"			

on P.s.: A<sub>1</sub>, A<sub>8</sub>, C<sub>4</sub>, D<sub>1</sub>, E<sub>2</sub>, E<sub>3</sub>, E<sub>4</sub> faired in place

D<sub>2</sub>, E<sub>1</sub>, E<sub>6</sub>, E<sub>8</sub>, C<sub>5</sub>, C<sub>6</sub>, C<sub>7</sub> removed, faired and replaced.

C<sub>8</sub>, D<sub>3</sub>, E<sub>9</sub> removed, faired and partly renewed.

Upper edge of sheerstrake (both P.s. and S.s.) with stringer angle faired in place and riveted.

Bulkhead unshipped, side plate removed, faired and replaced.

Bilge keels faired and partly renewed.

In forecabin: 4 frames removed, faired and replaced.

1 deck plate partly renewed. (to be cont'd)

Rpt. 2a.

Port of

ROTTERDAM.

Continuation of Report No.

29979A

dated

2-7-44

on the

#### M/S "MILDRED"

In fore peak: 2 frames, 2 floors, 2 new frames, 2 bulkhead stiffeners and semi. br. beam renewed.

Lower part of coll. bulkhead and wash plate partly renewed. 1 frame faired in place.

In engine room: 4 frames and 1 web frame renewed.

2 " faired in place.

1 plate of E.R. bulkhead partly renewed.

2 bulkhead stiffeners and 2 floors partly renewed.

Hatchways: all hatch covers on cargo tanks overhauled.

Covers of No. 1 hatch (P.s. form) renewed complete.

Cover on hatch on store room off renewed.

Sundry items: Goodbrand faired and rubber brake renewed.

New spare filter and tackle supplied.

Bulwarks, open rail and stanchions renewed or faired in places.

Wood sheathing on raised quarters deck renewed in places and recaulked where necessary.

Minor repairs to ventilator coamings, air pipes, closing appliances of companionways, engine room casing and forecabin bulkhead.

A number of beam knees and brackets of bulkhead stiffeners renewed or faired.

Rigging renewed.

2 New lifeboats fitted and dunnage overhauled.

Equipment: 195 fathom chain cable and a complete outfit of steel wires supplied as per Rule.

2 Bowers, intended for Menn West Dr Noord.

Yard No 582 supplied as a temporary measure.

These anchors will be replaced by 2 bowers now ordered, when available.

OK Roodijk.