

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 6-7-1942 When handed in at Local Office 19 Port of Curacao N.W.S.
 in Survey held at Willemstad, Curacao N.W.S. Date, First Survey 10-6-42 Last Survey 26-6-1942
 (No. of Visits)
 on the Wood, Iron or Steel T.S.M.V. "ST EUSTATIUS" ex. "KARIBIA"
 TONNAGE: 428 Built at Korson By whom A/S Vulcanwerf When 1921
 Owners V. & C. Caracache Schep. Maats Owners' Address Willemstad, Curacao N.W.S.
 (if not already recorded in Appendix to Register Book).
 Managers Port belonging to Willemstad Dutch

veyed Afloat in Dry Dock? Both Name of Dock Wilhelmina. Destined Voyage
 LDBorDBa feet; uE&B feet; f feet
 l 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.

st Report, No. Port

Medical 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.

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
Class Contemplated 100 A - etc Classification contemplated	Class Contemplated

Society's Freeboard (if assigned) as
 painted on Ship and now verified 27 ans

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking & examination of equipment.
 done: Vessel placed in drydock, bottom, sides & interior cleaned, examined, painted
 satisfactory & accepted. The decks, beams, Lathes, ventilation, coamings & etc. generally
 examined & found in order.

working chains tested with a load of 4 3/4 tons & found satisfactory. 7 lengths of
 steel cable, 1 1/4" steel wire, examined, tested with a load of 203 tons & found satisfactory.
 view of the difficulty in obtaining tested anchors & cables, the Owners have
 resolved the above items be submitted for approval and have placed an order for 6 new
 lengths of 1 1/4" cable. Further, they propose utilizing the present 2 lower anchors of 7.7 tons
 and the stream anchor of 3 cwt. which are in good condition but without
 certificates of test or identification marks and to supply a third lower anchor ex.

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DK. Plates.	Other Items:—
Renewed								please see cont. sheet.
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good	
ing of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	When fitted, Month	Year
ings	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	Good		
s & Fastenings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good		
le Plating	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good		
in way of sidelights	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	Good		
es	Good	Windlass	Good	Hatches	Good	(State if wedges removed)	Good		
se Frames	Good	Have pumps been examined and found effi-	Good	Planking	Good	Equipment letter	Good		
udinals	Good	cient?	Good	Caulking	Good	Anchors, No. of	Good		
verses	Good	Have Sluice Valves been examined and found effi-	Good	Treenails	Good	Cables (State if now ranged)	Good		
ns	Good	cient?	Good	Breasthooks & Stemson	Good	length 105 ft. mean diam. 1 1/4"	Good		
ers	Good	Have Watertight Doors been examined and found	Good	Transoms, Pointers & Crutches	Good	(on board)	Good		
Bottom Plating	Good	efficient?	Good	Timbers of Frame at openings	Good	Rule length 165 ft. size 1 1/2"	Good		
the Tanks been examined internally?	Good	Have Ventilators and their Coamings been examined	Good	Stringers, Clamps & Shelves	Good	Chain Locker	Good		
the Tanks been tested?	Good	and found efficient?	Good	Salting	Good	Hawsers & Warps	Good		
	Good	Air and Sounding Pipes	Good	(State if examined.)	Good	Standing and Running Rigging	Good		
	Good	Doubling Plates under Sounding Pipes	Good		Good	Sails	Good		

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 now seen, is shapable in my opinion to remain as classed
 with fresh record of Survey 6-42 subject to anchors & cables being placed in
 satisfactory condition.

Fee (per Section 20)	Fees applied for,
Damage or Repair Fee (if any) per Sec. 20	19
ing Expenses (if chargeable)	19
Surveyor's Fee (if any)	

Surveyor to Lloyd's Register of Shipping.

T. S.M.V. "ST. EUSTATIUS"

ss. Remains marked; LPHN. 82106. 15-107. 4. 6. 11. in good condition but without certificate of test, weighing 10 wt.

The platform assigned by the Society now marked on the vessel's sides & verified. Harbour Master informed & requested to issue Land Line certificates.

W. H. Chapman

Filed

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.