

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 22 Dec 1949 When handed in at Local Office. 19... Port of Rotterdam
 No. in Survey held at Schiedam Date, First Survey 2 Dec 1949 Last Survey 20 December 1949
 Reg. Book. 26746 on the Wood, Iron or Steel. "STANMORE" (No. of Visits. 13)

TONNAGE:— Built at Chester, Pa By whom Sun L. B. & Dry Dock Co. When 1945 MONTH.
 GROSS 10708 Owners Stanhope S.S. Co. Ltd. Owners' Address
 UNDER DK. 7489 Managers J. A. Billmeir & Co. Ltd. (If not already recorded in Appendix to Register Book)
 NET 6314 Port belonging to Rondon

Surveyed Afloat or in Dry Dock? drydock Name of Dock Wilton-Tyenoord Destined Voyage Adadan
 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. Port

(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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Classification and Special Survey
 The vessel has been placed in drydock, bottom cleaned, examined and bottom and deck plating cutting on SB & PS, and strapped. Webs to transverse bulkheads in all centre cargo tanks and wing tanks faired and vertical stiffened with 12" Channel, and T bars fitted connecting the horizontal brackets of webs to transverse bulkheads and brackets in way of cross connection. Longitudinal bulkheads and transverse bulkheads extended, all as per approved plan sent herewith.
 Upon completion of repairs, all tanks in way tested as required and found tight.

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

PRESENT CONDITION OF THE								
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.		
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month	Year	
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	
" " In way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	no wedges	
Frames	"	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking		Equipment letter	4+	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails		Anchors, No. of	3 B 15	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	yes	
Floors	"	Have the Tanks been examined internally?	yes	Transoms, Pointers & Crutches		" length 270 ft mean diamr. 2 5/16		
Keelsons	"	Have the Tanks been tested?	yes	Timbers of Frame at openings		" Rule length 330 ft size 2 5/16		
Stringers	"	Air and Sounding Pipes	good	" " at other places		Chain Locker	good	
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	good	Stringers, Clamps & Shelves		Hawsers & Warps	sufficient	
				Salting		Standing and Running Rigging	good	
				State if examined.		Sails		

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."

The vessel is now in a good and efficient condition, and eligible in my opinion to be classed 100 A1 in the Society's Register Book, as previously recommended with fresh docking date 12-49 and to have notation for Special Survey Rott: 12-49 Subject to 60 fathoms of cable being supplied on board at the first opportunity

Survey Fee (per Section 29) S. Survey Repair £1300
 Special Damage or Repair Fee (if any) (per Sec. 29)
 Travelling Expenses (if chargeable) £49.-
 Second Surveyor's Fee (if any)

Fees applied for, 30/12 1949
 Received by me, 19

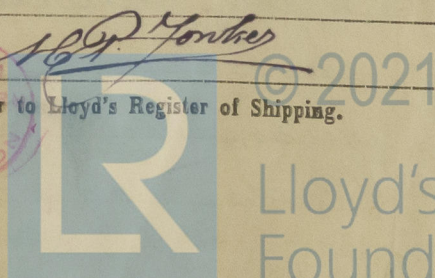
Committee's Minute

FRI. 31 MAR 1950

Character Assigned

See minute on file

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003006-003012-0056 1/2

Is Certificate required? If so, to be sent to Owners address

... 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.

1/ Stockiens, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Rpt. 9a.

22/2'49

on the

H. P. Jonke