

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th May 52 When handed in at Local Office 19 Port of HAMBURG
No. in Survey held at LUBBECK Date, First Survey 17th March Last Survey 11th April 1952
Reg. Book. on the ~~Wood, Iron or Steel~~ S.S. "BELE" (No. of Visits)

02989 TONNAGE:— Built at Landskrona By whom Öresundsvarvet A/B When 1951
GROSS 1240 Owners Stockholms Rederiaktieb. Svea Owners' Address —
UNDER DK. 924 Managers Eran Högberg, Port belonging to Stockholm
NET 574

Surveyed Afloat or in Dry Dock? Both Name of Dock Lübecker Maschinenbau Gesellschaft Destined Voyage —
Cell DBor DBa feet; uE & B feet; f fee
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8456 Port SKM

(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

no damage

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Docking, Oil fuel Conversion, Wear and Tear Repairs

NOW DONE:-

Vessel placed in drydock.

Shell plating, stern frame and rudder cleaned, examined and coated.

Vessel undocked on the 1st April 1952.

EXAMINED:-

Decks, hatchways with their closing and securing appliances, ventilator coamings and covers, steering gear, windlass, casings, chain locker; generally examined holds, masts, rigging and general equipment.

NOW DONE FOR OIL FUEL CONVERSION:-

Port and starboard lower side coal bunkers and hatchways removed, hatchway openings 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 ...	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE

Decks <i>satisfactory</i>	Bulkheads <i>satisfactory</i>	Engine Room Skylights <i>satisfactory</i>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling	Oil Bunkers <i>good</i>	When fitted, Month Year
Coamings	Cement <i>concrete</i>	Scuppers <i>satisfactory</i>	Boats <i>good</i>
Beams & Fastenings	Rudder <i>good</i>	Cargo Hatchways	Masts, Yards, &c.
Outside Plating <i>satisfactory</i>	Steering gear and its connections	Hatches	Condition, how ascertained <i>from deck</i>
" " In way of sidelights	Windlass	Planking	Equipment letter <i>9</i>
Frames <i>where seen, satisfactory</i>	Have pumps been examined and found efficient?	Caulking	Anchors, No. of <i>3+1</i>
Reverse Frames	Have Sluice Valves been examined and found efficient?	Treenails	Cables (State if now ranged) <i>not ranged</i>
Longitudinals	Have Watertight Doors been examined and found efficient? <i>yes</i>	Breasthooks & Stemson	" length — mean diamr. — (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Transoms, Pointers & Crutches	" Rule length — size —
Floors <i>where seen, satisfactory</i>	Have the Tanks been examined internally? <i>yes, partly</i> and Sounding Pipes <i>satisfactory</i>	Timbers of Frame at openings	Chain Locker <i>where seen satisfactory</i>
Keelsons	Have the Tanks been tested? <i>yes, partly</i> Doubling Plates under Sounding Pipes	" " at other places	Hawsers & Warps <i>sufficient</i>
Stringers		Stringers, Clamps & Shelves	Standing and Running Rigging <i>efficient</i>
Inner Bottom Plating		Salting	Sails
Have the Tanks been examined internally? <i>yes, partly</i>		State if examined.	
Have the Tanks been tested? <i>yes, partly</i>			

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, where now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Survey 4,52 and to have the notation "Fitted for oil fuel 4,52 F.P. above 150°F."

Survey Fee (per Section 29) <i>CONDITION</i>	£ 8 : 0 : 0	Fees applied for,
Oil Fuel Conversion	£ 30 : 0 : 0	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 12 : 0 : 0	Received by me,
Travelling Expenses (if chargeable)	£ 28 : 0 : 0	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute FRI. 18 JUL 1952

Character Assigned 4,52 hbr

White Ham.
Note *OK*

BS 4,52

Fitted for oil fuel 4,52 F.P. above 150°F 003525-003532-0173/12

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

