

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 Reg. Book 02989 Survey held at LÜBECK Date, First Survey 17th March Last Survey 11th April 1952
 on the ~~Wood, Iron or Steel~~ S.S. "BELE" (No. of Visits _____)

Built at Landskrona By whom Öresundsvarvet A/B When 1937 MONTH
 Owners Stockholms Rederiaktieb. Svea Owners' Address _____
 Managers Eman Högberg, Port belonging to Stockholm
 TONNAGE:—
 GROSS 1240
 UNDER DK. 924
 NET 574

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

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., if any).
<u>+ 100 A1</u>	<u>* LMC</u>
<u>with freeboard</u>	<u>BS 6,51</u>
<u>11,51</u>	<u>MS 7,48</u>
<u>ss Skm- 7,48</u>	<u>OG 11,51</u>
<u>Strengthened for navigation in ice.</u>	

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 Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft. 2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Oil fuel Conversion, Wear and Tear Repairs
 Was a damage report made by anyone else? if so, by whom? _____

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 Falred or Repaired	-	-	-	-	-	-	-	-
Falred or Repaired in place ...	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>satisfactory</u>	<u>satisfactory</u>	<u>satisfactory</u>	(State if on Felt.)
Caulking of Decks			When fitted, Month _____ Year _____
Coamings			Boats <u>good</u>
Beams & Fastenings			Masts, Yards, &c. _____
Outside Plating <u>satisfactory</u>			Condition, how ascertained <u>from deck</u>
" " In way of sidelights			(State if wedges removed.)
Frames <u>where seen, satisfact.</u>			Equipment letter <u>9</u>
Reverse Frames			Anchors, No. of <u>3+1</u>
Longitudinals			Cables (State if now ranged) <u>not ranged</u>
Transverses			" length _____ mean diamr. _____
Floors <u>where seen, satisfact.</u>			(on board.)
Keelsons			" Rule length _____ size _____
Stringers			Chain Locker <u>where seen satisf.</u>
Inner Bottom Plating			Hawsers & Warps <u>sufficient</u>
Have the Tanks been examined internally? <u>yes, partly</u>			Standing and Running Rigging <u>efficient</u>
Have the Tanks been tested? <u>yes, partly</u>			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."
 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) CONDITION £ 8 : 0 : 0 Fees applied for, _____
 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) £ _____ : _____ : _____
 Surveyor to Lloyd's Register of Shipping, W. Ackermann

Committee's Minute FRI. 19 JULY 1952
 Character Assigned 4,52 hbr
White Star
Note
BS 4,52
Fitted for oil fuel 4,52 F.P. above 150°F
 003525-003532-0173/12

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

m.p.40. Transfer Ink. (MADE AND PRINTED IN ENGLAND) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Mm

Certificate required? If so, to be sent to _____



"BELE"

in deckplating plated over.

Port and starboard deep settling tanks from frame 68 to frame 74 and 3750 mm from amidships fitted on tanktop plating in accordance with the approved plan A 20942.

Oil bilges are arranged as necessary around the 2 deep settling tanks.

To carry oil fuel in double bottom tank alterations are made as follows:-

(See also approved plan A 21230).

Frame 32:-

The floor has been made oiltight at aft end bulkhead of No. 7 double bottom tank.

Frame 44:-

A new oiltight floor has been fitted to divide the previous No. 5 double bottom tank in Nos. 6 and 7 oil fuel double bottom tanks.

Frame 54:-

A new oiltight floor has been fitted at aft bulkhead of cofferdam between No. 5 feed water double bottom tank and No. 6 oil fuel double bottom tank.

Frame 68:-

A new oiltight floor has been fitted to divide the previous No. 2 double bottom tank in No. 2 ballast water double bottom tank and No. 3 oil fuel double bottom tank.

To carry oil fuel in No. 4 double bottom dry tank the seams and butts below boilers have been welded and the centre girder has been made oiltight.

All oil fuel double bottom tanks and the two deep settling tanks have been fitted with the necessary air and sounding pipes in accordance with the

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	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 Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Stability.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

✓ Rules and approved plan A 20982.

The air pipes have been fitted with gauge and jointed cover.

The capacity of the oil fuel tanks is as follows:-

Deep settling tank (s.s.) = 11.3 tons

Deep settling tank (p.s.) = 11.3 tons

No. 3 double bottom tank (s.s.) = 22.8 tons

No. 3 double bottom tank (p.s.) = 22.8 tons

"BELE"

No. 4 double bottom tank (s.s.) = 16.0 tons (previous drytank)

No. 4 double bottom tank (p.s.) = 16.0 tons (previous drytank)

No. 6 double bottom tank (s.s.) = 22.4 tons

No. 6 double bottom tank (p.s.) = 22.4 tons

No. 7 double bottom tank (s.s.) = 25.0 tons

No. 7 double bottom tank (p.s.) = 25.0 tons

TOTAL = 195.0 tons

Cement where fitted in oil fuel tanks has not been removed.

Oil fuel double bottom tanks and the two deep settling tanks have been cleaned and tested under water pressure on completion, found watertight and satisfactory.

The openings of saddleback in shelter and boat decks plated over and spaces now being used as storerooms which are accessible by openings on port side closed by steel doors, and drained by pipes leading over the drainage of the pantry room through the shell plating above the freeboard deck.

NOW DONE FOR REPAIRS (WEAR AND TEAR):-

Shell plating:-

D 6 (p.s.a.) renewed.

Shellrivets:-

About 3560 rivets in "F" and "G" strakes (p & s) renewed.

Rudder:-

Pintles and bushes renewed.

Seams of rudder plates rewelded.

Guard rails:-

Rails on bridge, boat - and shelter deck repaired and faired in place.

Cargo Battens:-

Where necessary, repaired.

Hatch Covers:-

On freeboard - and superstructure decks, where necessary repaired.

Steering gear and windlass tested under steam, on completion and found satisfactorily working. W.A.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.