

Rpt. 8.

(Received at London Office 9 JUL 1946)

No. 55635

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8 July 1946 When handed in at Local Office 8 July 1946 Port of CARDIFF

No. in Reg. Book. 28149 Survey held at CARDIFF Date, First Survey 23.11.45 Last Survey 22.6.46

on the ~~WOLFELOW~~ Steel "SEMRAMIS" ex "KYLECORH" (No. of Visits 22)

TONNAGE:— Built at PAISLEY By whom J. FULLERTON & CO. When 1914

GROSS 622 Owners COMPANIA MARITIMA LAGUNA S.A. Owners' Address 7, ST HELEN'S PLACE, LONDON E.C.3.

UNDER DK 414 Managers Port belonging to PANAMA

NET 264

Surveyed Afloat in Dry Dock? Yes Name of Dock & Hills Dry Dock. Destined Voyage

Cell D Bor D Ba feet; uE & B. feet; f. feet

total capacity tons. FPT (tons); APT (tons); MT (tons); 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. 25055. Port Rpt

(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. Yes to Owners. Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

not required.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Interim Certificate.

Damage stated caused during operational duties.

Vessel in dry dock. Sole of stern frame set over about 8" to port and rudder stock twisted about 10° and rudder main piece slightly bent.

DAMAGE REPAIRS:— Sole of stern frame faired in place. Small fractures in sole of stern frame

which appeared during fairing operation, veed out and welded. Gudgeon bushes renewed.

Rudder main piece faired, a deep groove between 2nd and 3rd arm, veed out and welded.

Pintles renewed.

Rudder stock annealed and a new key way cut to correct alignment..

On completion of these repairs steering gear tried and found satisfactory.

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		PARTS NOW EXAMINED EFFICIENT FOR VOYAGE	
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Carriage Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of 3B 1S
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if not coated) Yes 11
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length 15 mean diam. 13/16
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length 195 size 13/16
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

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 is in efficient condition and eligibel in our opinion to remain as classed subject to welded stern frame and rudder main piece being specially examined next drydocking, and the vessel proceeding in ballast condition direct to Piraeus for general repairs.

(15 fathoms of cable to be supplied)

Survey Fee (per Section 29) Damage	£ 8 : 8 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) Spe c. Exam. Int. Cert 10	£ 6 : 0 : 0	8 July 1946
Travelling Expenses (if chargeable)	£ :	Received by me,
Second Surveyor's Fee (if any)	£ :	

Committee's Minute

Character Assigned

Deferred for Special Survey & repairs

RB: WP 15008. ap. m

Lloyd's Register Foundation

Bottom and rudder (lifted) cleaned and recoated.

Side shell plating

Hold, fore peak space, machinery spaces and bunker cleared, ceiling removed

From the tank top in hold, limber boards removed, steel work examined.

Double bottom tanks, fore and after peak tanks internally, Decks, casings,

Hatchways and closing appliances, anchors, and cables (ranged) chain lockers,

steering gear and its connections, rods, chains and quadrant. Ventilators

and coamings, skylights.

In view of the extensive nature of repairs, the Licensing Authorities would

not grant the necessary license and the vessel was laid aside and has

recently been purchased by Greek Owners, who requested an Interim Certificate

to enable the vessel to proceed in ballast to Piraeus for repairs. The

following temporary repairs for this purpose have now been carried out:

Bolted straps fitted to 3 frames in hold and to 2 frames in bunker.

Started rivets in floors in D.B. tanks replaced by bolts.

Small welded doublers fitted in way of locally wasted plating in fore peak.

bulkhead (p. & s.)

3 welded doublers fitted in way of locally wasted deck plating in vicinity

of No. 1 hatchway.

Small welded doublers fitted to fidley top plating where holed. (s.s.)

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

WEAR & TEAR REPAIRS:- (Permanent)

4 lengths of steering chain renewed and several sheave and rod pins renewed

15 fathoms of chain cable renewed (Cert.No.44885)

NOTE:- The spare bower anchor has now replaced the starboard bower anchor, which latter has been placed on board as spare. The crown-pin of this anchor (now spare) requires renewal.

This vessel is showing such evidence of age, that it is recommended that the

Special Survey should be held on the vessel's arrival in Piraeus and necessary repairs carried out to shell plating, deck plating, tank top plating, frames in hold and aft peak tank, floors, etc.

In view of the above and Annual Freeboard Survey, due February 1946, not held in its entirety, a Provisional Freeboard Certificate (copy attached) has been issued with freeboard corresponding to ballast condition.

Piraeus Surveyors have been advised.