

# REPORT OF SURVEY FOR REPAIRS, &c.

DISCLOSED

Date of writing Report 17.5.40. When handed in at Local Office 17.5.40. Port of HAVRE.

No. in Reg. Book. Survey held at HAVRE Date, First Survey 8<sup>TH</sup> APRIL Last Survey 7<sup>TH</sup> MAY 1940. (No. of Visits 12.)

on the ~~Wood, Iron or Steel~~ TWIN. Sc "MEXPHALTE"

TONNAGE:- Built at Sunderland. By whom Sir. J. Laing & Sons Ltd When 1928 - 11.  
GROSS 2578 Owners Soc. Anon. Francaise des Petroles Shell Owners' Address  
UNDER DEK 1794 Managers Port belonging to Algiers.  
NET 954

Surveyed Afloat or in Dry Dock? Both. Name of Dock HAV. N° 4. Destined Voyage  
Cell/Dor/DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 9908 Port MSL.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 NOT REQUIRED.

Was a damage report made by anyone else? If so, by whom? M<sup>rs</sup>. LEROY & UNDERWRITERS.

## REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & GROUNDING.

This vessel is reported to have sustained damage by grounding near Toulon in October 1939.

NOW DONE:- Vessel placed in drydock. Bottom, stern frame & rudder cleaned, examined & recoated.

On examination the rudder plate was found to be slightly deformed & set over to starboard side & pintle bushes worn. The deformation commences from lower end of the top arm. Recommended rudder to be removed, rudder plate remove fair & refit & 2 rudder arms to fair, pintles to rebush.

As permanent repairs could not conveniently be carried out at the present time, the rudder was lifted examined & found satisfactory, the gudgeons rebushed. It is recommended that the rudder be faired at Owners Convenience. Chain Cables ranged for cleaning & recoating. Windlass & steering gear generally examined. General equipment examined.

Special Reason List Slightly indented plates P & S sides examined & found satisfactory but not otherwise

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

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	✓	Engine Room Skylights	good.	Copper, or Y.M. (state if on Fell.)	✓
Caulking of Decks	good	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	✓ Year
Coamings	good	Cement or Asphalt	✓	Oil Bunkers	Satisfactory	Boats	good.
Beams & Fastenings	✓	Rudder	As per report, Satisfactory	Scuppers	✓	Masts, Yards, &c.	good.
Outside Plating	Satisfactory	Steering gear and its connections	good.	Cargo Hatchways	good.	Condition, how ascertained. (state if wedges removed)	From deck. no.
" " in way of sidelights	✓	Windlass	good.	Hatches	good.	Equipment letter	L.
Frames	✓	Have pumps been examined and found efficient?	✓	Planking	✓	Anchors, No. of	3 B. 1. S. & 1 K.
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Cables (state if now ranged)	yes
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	" length (on boat)	Complete
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson	✓	" Rule length	240 Fms. size 1 1/16"
Floors	✓	Air and Sounding Pipes	✓	Timbers of Frame at openings	✓	Chain Locker	good.
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	" " at other places	✓	Hawsers & Warps	good
Stringers	✓			Stringers, Clamps & Shelves	✓	Standing and Running Rigging	good.
Inner Bottom Plating	✓			Sailing (State if examined.)	✓	Sails	✓
Have the Tanks been examined internally?	No.						
Have the Tanks been tested?	No.						

## 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, 1,3S," or "to remain as classed and to have record of survey, 1,3S, and the notations of ss No. 1-3S."

This vessel is eligible in my opinion to remain as classed & to have fresh record of survey 5.40. Indented plates P & S to fair as previously recommended elsewhere. Rudder plate & arms to fair at Owners Convenience.

Survey Fee (per section 29) £  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 1000.  
Travelling Expenses (if chargeable) £  
Second Surveyor's Fee (if any) £

Fees applied for, 17.5.40.19.  
Received by me, J. Frechmann  
Fcs. 1095.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

2  
5/5 5.40 100A's Subject  
5/5 4.38 Carri. port. in bulk  
Fitt. for oil fuel

Record:-  
Survey delayed, vessel when last reported found in many occupations

