

Rpt. 8.

(Received at London Office 24 MAY 1949)

No. 81328

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12-5-49 When handed in at Local Office 19-49

No. in
Reg. Book.

Survey held at Schendam

Date, First Survey 16 April

Port of Rotterdam

Last Survey 5 May

1949

on the Wood, Iron or Steel

LIDA

(No. of Visits)

TONNAGE :-

GROSS 387

UNDER DK 463

NET 771

Built at Newcastle

By whom Swan, Hunter & Richardson, Ltd

YEAR.

MONTH.

When 1938

10

Owners Polish British S.S. Co. Ltd. Owners' Address

(If not already recorded in Appendix to Register Book).

Managers Gdynia-America Shipping Lines, Ltd. Port belonging to Gdynia

Surveyed Afloat or in Dry Dock?

dry dock Name of Dock New Waterway

Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet

total capacity tons. FPT tons; APT tons; MT 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. 3048 Port Gdynia

(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. Gdynia 1-4-49

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

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

Copy of Interim Certificate attached Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage repairs

The vessel is reported to have sustained damage to rudder, steering gear and structure in way, stated to have occurred whilst the vessel was manoeuvring in the River Oder on the 20th March 1949, whence the vessel proceeded to Rotterdam with constant attendance of a tug boat.

Vessel placed in drydock shell plating, stern frame and rudder cleaned; shell found indented at several locations, rudder head bent, rudder out of line, quadrant, decks, rudder stop (S.S.) worm wheel with pinion (working on steering engine and quadrant respectively) fractured

The following repairs have been carried out:

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	3	1						

PRESENT CONDITION OF THE									
Decks	good	Bulkheads	not ex	Engine Room Skylights	good	Copper, or Y.M.		When fitted, Month	Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	not ex	(State if on Felt.)			
Coamings	"	Cement or Asphalt	"	Oil Bunkers	✓	Boats	not ex		
Beams & Fastenings	not ex	Rudder	good	Scuppers	✓	Masts, Yards, &c.	good		
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	good	Condition, how ascertained	from deck		
" in way of sidelights	not ex	Windlass	"	Hatches	"	(State if wedges removed.)			
Frames	"	Have pumps been examined and found efficient?	not ex	Planking	✓	Equipment letter	P		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	Complete		
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	not ex	Treenails	✓	Cables (State if now ranged)	no		
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	✓	" length	mean diamr.		
Floors	"	Air and Sounding Pipes	not ex	Transoms, Pointers & Crutches	✓	" Rule length	size		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	✓	Chain Locker	not ex		
Stringers	"			" at other places	✓	Hawsers & Warps	stated sufficient		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	✓	Standing and Running Rigging	good		
Have the Tanks been examined internally?	no			Salting	State if examined.	Sails	✓		
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."

It is submitted this vessel is eligible to remain as classed with fresh record of docking 5.49 subject to indented shell plating p.s. and s.s. to be dealt with not later than next 3.5.

Survey Fee (per Section 29)	£	Fees applied for,	175
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 225	Received by me,	19
Travelling Expenses (if chargeable)	£ 4.50		
Second Surveyor's Fee (if any)	£		


Committee's Minute 17 JUN 1949

Character Assigned 5.49 Sch. subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009058-009066-0125

Rudder head renewed, see certificate attached
 Wormwheel with pinion and ps. both segments ^{of quadrant}  renewed
 SS rudderstop renewed, 1 deckplate in way partly renewed
 Rudder unshipped aligned, 2 fundles renewed, other pintles
 skimmed up, lignum vitae renewed Gudgeons on board
 aligned Excentric shell bush fitted in upper gudgeon (worn and
 and welded to gudgeon Rudder with rudder head aligned, found
 good, refitted, steering gear connected and working, rudder
 operated by power and hand examined and found satis-
 factory

5.5. 2 lengths of bilge keel with vertical flange of T bar renewed

ss E5,6,7,8 F5,7,8,9

Upon completion shell hose tested and found tight

Whiskoo

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd „																
	3rd „																
	Collective Weight																
	Stream.....																
	Kedge																

CHAIN CABLES.

[illegible]