

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th June 1952 When handed in at Local Office 12-6-52 Port of Antwerp
 No. in Reg. Book 68767 Survey held at Antwerp Date, First Survey 22nd April Last Survey 15th May 1952
 on the Wood, Iron or Steel S.S. "Markab" (No. of Visits 7)

TONNAGE: — Built at Sunderland By whom Bartram & Sons Ltd. When 1945 YEAR. MONTH. 2nd
 GROSS 7310 Owners Bury Hill Shipping Co Ltd Owners' Address _____
 UNDER DK. 6686 Managers Phoenician Ship Agency, Ltd (If not already recorded in Appendix to Register Book).
 NET 5024 Port belonging to Sunderland

Afloat or in Dry Dock? Both Name of Dock City drydock n° 7 Berth n° 40 & 251 Destined Voyage _____
 rDBa _____ feet; uE & B _____ feet; f _____ feet
 Capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. feet _____ tons.

Only alterations in the existing records of tanks should be inserted.

3. All alterations in the existing records should be underlined.

Report, No. 1496 Port HAN

Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Where 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

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? Salv. Ass?

RS, OR EXAMINATION AS PER RULE, FOR

Damage, Commencement Periodical Special Survey B (due 3.53) & Annual Load Line Survey

Damage stated to have been sustained through Heavy weather voyage Hampton Roads - Hambourg on the 21st 13/1952 to 2nd 14/1952
Collision with the S.S. "Canberra" on the 7th April, 1952. voyage Newport News - Hamburg
done for damage:

Vessel placed in drydock the keel, bottom and rudder cleaned examined and recoated.

Damage repairs effected (All plates counted from starboard)

1. Damage: Bottomplating: Keelplate n°s 2 & 3 renewed, n° 4 slack rivets renewed.
Bottomplating: port: n° 2 & 3 plate in 17 diaphragm renewed; n° 4 plate part renewed. P.T.O.

ARY OF DAMAGE REPAIRS: —	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...	14 + 4 part	8 + 7 part	✓	✓	3	✓	10 + 1 part	Rudder renewed - Bulwark repaired
Removed and Faird or Repaired	✓	12	✓	✓	10 part	✓	✓	Hatch coaming, part renewed
Faird or Repaired in place ...	✓	5	✓	10	3	✓	✓	Division bulkhead in side of 1st tween deck part renewed.

ENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
ing of Decks	do	Ceiling	✓	do	(State if on Felt.)
ings	do	Cement or Asphalt	✓	Oil Bunkers	When fitted. Month _____ Year _____
& Fastenings	do	Rudder	Good	Scuppers	Boats _____ Good
le Plating	do	Steering gear and its connections	do	Cargo Hatchways	Masts, Yards, &c. _____ do
" In way of sidelights	✓	Windlass	do	Hatches	Condition, how ascertained from deck (State if wedges removed.)
as	Good	Have pumps been examined and found efficient?	✓	Planking	Equipment letter <u>at</u>
se Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	Anchors, No. of <u>3 B. 1.5.</u>
tudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	Cables (State if now ranged) <u>No</u>
verses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	" length _____ mean diamr. (on board.)
s <u>n° 1-2281 for better work.</u>	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	" Rule length _____ size
ons	do	Doubling Plates under Sounding Pipes	do	Timbers of Frame at openings	Chain Locker _____
gers	do			" at other places	Hawsers & Warps <u>Sufficient</u>
r Bottom Plating	do			Stringers, Clamps & Shelves	Standing and Running Rigging <u>Good</u>
the Tanks been examined internally? <u>Part</u>				Saltg	Sails _____
the Tanks been tested? <u>Yes</u>				State if examined	

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 as No. 1-38."

This vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of docking 5.52 and to have the notation 5.5. with port and date on completion subject B to indented ship side plating (p.s.) being repaired as previously recommended.

Survey Fee (per Section 23) 40% 5.5. Fr. 7000,-

Special Damage or Repair Fee (if any) Fr. 18000,-

Travelling Expenses (if chargeable) Fr. 125,-

Late attendance Fr. 600,-

Second Surveyor's Fee (if any) _____

Committee's Minute _____

Character Assigned 5.52 Ant. in that spl. cdw.

Fees applied for, 12.6. 19.52

Received by me, _____

Surveyor to Lloyd's Register of Shipping.

B strike plates n° 3 & 4 slack rivets renewed.

Starb^d: A strike n° 3 plate renewed & extended 1 frame space over H.2
H.2, slack rivets renewed; H.4 cropped and part renewed.

B.4 renewed; B.3 faired in place.

Internal work:

D.B. Tank n° 1: 6 floorplates faired in place on port side & 4 on starb.^d
6 bottomframes on (p.s.) removed, faired and replaced.
centre keelson bottom connecting angles faired in place.
Inside riveting completely hammer tested and approx.
3000 rivets renewed.

Hambleplating in total 95 started rivets renewed.

Afterpeak tank: Slack rivets in deep floors & frame shell rivets (p.s.)
renewed.

Rudder: lifted, plating & vertical & horizontal stiffeners completely
renewed & all connections made with E.W. (riveted before)

Rudder coupling, holes removed out and all bolts renewed
locking pintle renewed, bottom gudgeon bush renewed.

Rudder carrier, top half found broken and renewed and
a new steel check ring supplied & fitted between
carrier and tiller. On completion of repairs rudder ex^o under
working conditions and found same satisfactory.

N° 2 Damage:

Port shell plating: renewed side sheerstrike plates n° 3 & 4; J strike n° 3 & 4;

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

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.....															

* 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 Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
81542	15	2 5/16	36 1/4	134 3/4	40.2.0				Stud link		L.P.H. G.H. 24/3/1951 P. H. H. 11/55
25561	15	2 5/16	36 1/4	134 3/4	42.3.13				do		L.P.H. L.W. 30/10/1951 P. J. Vogan.
Iron Stream Chain or Steel Wire											

H.3; G.2,3; F.3; F strike n° 3 & G.6 cropped and part renewed.

Bulwark port: renewed n° 1 plate (abst f/de) with mooring ring
& doubling plate for same, top rail bar, 2 stanchions and
horizontal bracket on f/de rising plate.

Starb^d: in total 3 plates renewed and 3 plates removed, faired
and replaced. Top rail bars in way with 5 stanchions
removed, faired and replaced; 3 stanchions faired in
place.

continued on sheet n° 2.

Elc/space port: in total 7 frames cropped and part renewed.

division bulkheads: renewed 2 plates & 3 stiffeners.

after bulkhead, renewed 6 plates, 5 stiffeners, door
frame & door and deck & shell boundary bars.

N° 1 tweendeck port renewed: 4 frames

Store room fore^o renewed 7 plates, 6 stiffeners and

deckconnecting angles; 1 plate cropped and part renewed.

Deck: renewed H° 2 stringer plate & 1 deckplate

2 decklongitudinals cropped and part renewed.

8 frame brackets & connecting angles renewed.

N° 1 Hold port: 4 mainframes renewed and 5 faired in place

centre line bulkhead fore^o part, 1 plate & connecting angles

part renewed; after part: 1 plate & bulkhead connecting

angle & 1 stiffener bottom bracket renewed.

10 barge brackets & 1 collision bulkhead plate faired in place.

Cargo battens & barge timbers in H° 1 & 2 holes completely renewed.

Upper deck port: renewed, deckstringer plates n° 1 & 2 with stringer angles
2 deckplates, hatchcorner doubling plate; 3 decklongitudinals
4 frame brackets with connecting angles

3 decktransverses part renewed with rider plates
and deckconnecting angles.

Starb^d: 1 deckplate renewed abreast n° 1 hatch.

3 decklongitudinals in way faired in place.

Elc/deck port: renewed: 2 stringer plates & deck stringer angles

and 1 deckplate and 8 deckbeambrackets

cropped and part renewed: 1 deckplate & 8 deckbeams

one collar on 1/1 deck renewed with foundation angles.

N° 1 Hatch on upperdeck: Hatchcoamings (p.s. and fore^o me) cropped and
part renewed i.e.: plates, deckconnecting angles, horizontal stiffener
cleats etc. still hatchbeams faired in place.

still wood hatch covers renewed (fitted with steel bands)

N° 1 Hatch on tweendeck port: Hatchcoaming cropped and part renewed.

N° 1 Hold ventilator port completely renewed.

On completion all damage repairs examined and satisfactorily tested.

Periodical Special Survey (Commencement)

Now done: Vessel placed in drydock, the keel, bottom and rudder cleaned,
examined and recoated. (Vessel undocked 10th May, 1952)

Examined: Holds & tweendecks n° 1,2,3,4 & 5; N° 1 & 2 D.B. tanks
internally; upper and lower fore peak tank internally; fore
peak spaces; after peak tank internally; after peak space.

Tested: D.B. tanks n° 1,2,3,4,7 & 8, upper & lower fore peak tank, after
peak tank.

Wear & Tear Repairs:

N° 5 hold centre line bulkhead part renewed.

still air, sounding, supports & suction lines, pipes completely overhauled
and renewed as necessary.

Cargo battens in all holds & tweendecks placed in order.

Chain cable: 30 fms of tested cable supplied and fitted, & verified with certificates. For identifications markings see body of report.

Several minor repairs have been carried out at this time.

To complete the Special Survey the following items remain to be done.

To be examined: Upperdeck, engine and boiler room, under engines and boilers, chain locker, anchors and cables, D.B. tanks n^o: 3, 4, 5, 6, 7 & 8 internally, plating under sidelights; masts rigging, hatchways, covers, tarpaulins, supports, cleats and battening arrangements, ventilators, steering gear, auxiliary steering gear, windlasses, pumps, W.T. doors, general equipment and freeboard.

To be tested: N^o: 5 & 6 D.B. tanks.

Annual Load Line Survey carried out report form C. 11(a) forwarded. in total 130 wood hatch covers renewed (fitted with steel bands)

S.R.L. N^o: 117:

Now done: 30 fms cable to supply earliest off. Deal with indents keel plate and bottom shell plates A. 2 (p.s) by the S.S.

These items have been dealt with (see body of report) and therefore it is submitted that these be deleted from the S.R.L.

Endorsements

Deferred: Indents in side shell plating (p.s) specially examined and found to remain efficient meantime.

Note: All cargo battens in holds and tween decks have been fitted at this time, therefore it is submitted that the notation "Cargo battens not fitted" be deleted from the Register Book.

C.H.