

Rpt. 8.

(Received at London Office)

No. 480

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th August 1952 When handed in at Local Office 1952 Port of Bremen

No. in Survey held at Bremerhaven Date, First Survey 26th June Last Survey 16th August, 1952  
Reg. Book. 93862 S on the ~~Steel~~ S.S. "SNA.6", ex "CHEPO", ex "LUMBERMAN". (No. of Visits: 8)

TONNAGE :-  
GROSS 2877  
UNDER DK 2519  
NET 1655

Built at St. John N.B. By whom St. John D.D. & S.B. Co. Ld. When 1943  
Owners Societe Nationale d'Affretements Owners' Address  
Managers Port belonging to Rouen

Surveyed Afloat or in Dry Dock? Both Name of Dock Norddeutscher Lloyd Destined Voyage

Cell D Bor D Ba feet; uE & B. feet; f. fee } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
total capacity tons. FPT tons; APT tons; MT feet tons. }

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

Last Report, No. 7857 Port NOCS

(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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry-docking, alterations, A.L.L.S., SRL, Changes of Name.  
The vessel changed name and ownership at this time.

New Name CHEPO Port of Registry Panama R.P. New Owners Thalatta S.S. Co. London  
S.N.A.6 Rouen Societe Nationale d'Affretements

NOW DONE: -  
Vessel placed in dry-dock, shell plating, stern frame and rudder (lifted), cleaned, examined and recoated.  
Vessel undocked 30.7.52.  
Examined decks, hatchways with their closing and securing appliances, ventilator coamings and covers, 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 Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Decks	Bulkheads	net exmd.	Engine Room Skylights	good	Copper, or Y.M.
Caulking of Decks	good	Celling	not exmd.	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)
Coamings	good	Cement or Asphalt	not exmd.	Oil Bunkers	not exmd.	When fitted, Month Year
Beams & Fastenings	not exmd.	Rudder	good	Scuppers	good	Boats
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.
" " in way of sidelights	not exmd.	Windlass	good	Hatches	good	Condition, how ascertained
Frames	not exmd.	Have pumps been examined and found efficient?	not exmd.	Planking		(State if wedges removed.)
Reverse Frames	not exmd.	Have Sluice Valves been examined and found efficient?	not exmd.	Caulking		Equipment letter
Longitudinals	not exmd.	Have Watertight Doors been examined and found efficient?	good	Treenails		Anchors, No. of
Transverses	not exmd.	Have Ventilators and their Coamings been examined and found efficient? yes		Breasthooks & Stemon		Cables (State if now fayed)
Floors	not exmd.	Air and Sounding Pipes	above deck, good	Transoms, Pointers & Cruiches		" length mean diam.
Keelsons	not exmd.	Doubling Plates under Sounding Pipes	not exmd.	Timbers of Frame at openings		" Rule length 270 fms Size 1 15/16
Stringers	not exmd.			Stringers, Clamps & Shelves		Chain Locker
Inner Bottom Plating	no			Salting		Hawsers & Warps
Have the Tanks been examined internally?	no, see above			State if examined.		Standing and Running Rigging
Have the Tanks been tested?						Sails

General Observations, Opinion as to Class, Recommendation, &c. :- This vessel is eligible in my opinion to remain as classed in the Register Book with fresh record of dry-docking 7.52.

SRL: The item "Ex. and deal with indented bottom shell pltg. in way of F.P. & No.1 D.B." may be deleted.  
Endorsements: Delete item "Indents in shell plating (s.s.) in way of No.1 Held"

Survey Fee (per Section 29)	Dry-docking	8	0	0	Fees applied for absolute S.S.C.
	Repairs	10	0	0	
Special Damage or Repair Fee (if any) (per Sec. 29)	Trav. Exp. (Share)	4	0	0	Received by me S.N.A.
	Alterations	20	0	0	
Travelling Expenses (if chargeable)	Trav. Exp. (Share)	4	0	0	
Second Surveyor's Fee (if any)					

Committee's Minute TUES. 14 OCT 1952  
Character Assigned 7.52 Bhw., without spl. of (Delete endorsement)  
Wate. Dmro. Cargo batteries not fitted BS 8.52 S 7.52

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

10m. S. 8. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



"S.N.A.6", ex "CHEPO", ex "LUMBERMAN"

steering gear, windlass and casings, . Generally examined holds, tween decks, masts, rigging and general equipment.

Annual Freeboard Survey carried out.

Repairs: -

SRL:

Indents in shell plating in B.C. & D strakes port side and A and B strakes starboard side in way of fore peak and No.1 D.B. tanks faired in place and about 30 rivet points in shell plating in way of No.1 D.B. tank ring welded and adjacent seams caulked and overhauled. No.1 D.B. tank tested on completion and found tight and satisfactory. It is recommended that this item be deleted from the S.R. List.

Indent on port side plate No.3 from forward first strake below sheer faired in place.

Endorsements: Indents on starboard side, plate No.4 from forward, first strake below sheer and No.3 second strake below sheer faired in place. Plates released in way and re-riveted after fairing. Shell plating on port and starboard sides in way of repairs hose-tested and found or made tight and satisfactory. It is recommended that this item be deleted from Endorsements.

Starboard anchor cable patent link at anchor repaired by spare (link strained).

Rudder top pintle re-secured (slack) and bottom bush re-wooded (wear).

Deck beam aft of No.2 hatch faired in place (slightly buckled by cargo hook).

A number of hatch boards renewed.

A number of hatch coaming stays rewelded to coaming (welding cracked). Air pipe above deck to No.6 D.B. tank port side renewed (corroded) and all air pipe covers overhauled.

All scupper valves overhauled.

A few port light glasses renewed (cracked).

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Rules, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

Alterations: Ballast tanks of all welded construction (100 tons capacity each) satisfactorily fitted and welded to port and starboard tween decks between frames Nos.67 to 86, all in accordance with the approved plan. Additional under deck support to port tank at frame No.70 fitted by means of substantial hib angle bar electric welded to frame and deck beam.

Tanks tested on completion as required by Rules and found tight and satisfactory.

The tanks fitted with filling line and discharge line led to ballast pump overboard discharge line and 2 1/2" stripping line fitted and connected to ballast pump suction. Examined and all found satisfactory.

Scupper pipes and overboard valves moved and refitted satisfactorily clear of ballast tanks. Additional scupper pipe port and starboard from tween decks to engine room fitted

CONTINUED.....

S.S. "S.N.A.6", ex "CHEPO", ex "LUMBERMAN"

forward of ballast tanks.

The new Owners' Superintendent states that the vessel will be run on the iron ore and coal trades and the cargo battens have now been removed from the vessel.

PLAN 3FR13 - 19 attached was

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

