

Date of writing Report	27 <sup>th</sup> Oct 1941	When handed in at Local Office	10	Port of	LONDON	
No. in g. Book.	Survey held at	LONDON	Date, First Survey	15/9/41	Last Survey	16/10 1941
9326	on the <del>Wood, Iron or Steel</del>	S.S. ANTIOPE	(No. of Visits)	8		

TONNAGE:—		Built at	By whom	YEAR.	MONTH.
GROSS	4545	Glasgow	Napier & Miller Ltd	1930	1
UNDER DEK.	4289	Owners New Egypt & Levant Shipping Co. Ltd.	Owners' Address		
NET	2835	Managers T. Bowen Rees & Co. Ltd.	(if not already recorded in Appendix to Register Book.)		
			Port belonging to	LONDON	

Surveyed Afloat or in Dry Dock?		Dry-Dock Name of Dock		Millwall Dry-Dock		Destined Voyage	
Bell DBorDBa		feet; uE&B		feet; f		feet	
Total capacity		tons. FPT		tons; APT		tons; MT	
		feet		feet		feet	
Only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be <u>underlined</u> .							
Last Report, No. 10588.		Port MeH.					
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)				CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.			
Machinery and Boiler Surveys (Including date of N.B., if any).				1/100 AI 4/41 with freeboard L.M.C.			

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.

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 <sup>3764</sup> and why they were declined <sup>35710</sup> Yes not rec'd

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
$\frac{1}{2}$ 100 A1 with freeboard. S.S. Bry No 2 38	$\frac{1}{2}$ L.M.C. M.S. 9/38 B.S. 1/41 T.S. (C.L.) 7/40
Tonnage opening closed	*41 (W.E.)
Society's Freeboard (if assigned) as noted on this and every certified	
	10 ft 10 $\frac{3}{4}$ ins.

PAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE: stated to have been caused thro' collision with "City of Canton" on 9<sup>th</sup> Sept. 1941, off the Wash, whilst on voyage New York/U.K.

DOCKING.

Now DONE: Vessel placed on blocks in dry-dock. Bottom & rudder cleaned, examined and recoated.

Decks, holds, casings, hatchways, hatches, tarpaulins, cleats and battening down arrangements, vents, air pipes and means of closing same, crew's quarters, examined.

Windlass & steering gear generally examined.

Freeboard survey carried out at this time.

Freeboard verified.

} Natl  
A.R.

MEMORY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	3	✓	✓	✓		✓	2 pty.	see report
Removed and Fairred or Repaired ... ..	3	10	✓	✓	3	✓	✓	
Fairred or Repaired in place ... ..	2	4	✓	✓	6	✓	1	

PRESENT CONDITION OF THE			
Planks	Good	Bulkheads	Good
Planking of Decks	Good	Ceiling	Good
Stowings	Good	Cement or Asphalt	✓
Rails & Fastenings	Good	Rudder	Good
Outside Plating (see report)	Good	Steering gear and its connections	Good
" " in way of sidelights	✓	Windlass	Good
Names	Good	Have pumps been examined and found efficient?	✓
Transverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes
Stowage	✓	Air and Sounding Pipes	Good
Belsons	✓	Doubling Plates under Sounding Pipes	✓
Riggers	✓	Engine Room Skylights	Good
Over Bottom Plating (pl. exam'd)	Good	Coal Bunkers, Openings, Covers, &c.	Good
Have the Tanks been examined internally?	No	Oil Bunkers	✓
Have the Tanks been tested? No. 4 D.B. (S.S.) only		Scuppers	Good
		Cargo Hatchways	Good
		Hatches	Good
		Planking	
		Caulking	
		Treenails	
		Breasthooks & Stemson	
		Transoms, Pointers & Crutches	
		Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Salting	
		(State if examined.)	
		Copper, or Y.M.	
		(State if on hull.)	
		When fitted, Month	Year
		Boats	Good
		Masts, Yards, &c.	Good
		Condition, how ascertained	from deck
		(State if wedges removed.)	
		Equipment letter	X
		Anchors, No. of	3 B & 1 K
		Cables (State if now ranged)	No
		" length	Stated
		(on board)	mean diam.
		" Rule length	complete size
		Chain Locker	✓
		Hawssers & Warps	Good
		Standing and Running Riggers	Good
		Sails	✓

*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, 138," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 1-38."

This vessel, so far as now seen, is eligible, in my opinion to remain as classed with fresh record of survey 10/41, subject to item in S.R.L. being dealt with as previously recommended. *expt - value*

Survey Fee (per Section 20) .....	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) .....	£	8/0	8/0	129 OCT 1941
(per Sec. 20)				
Travelling Expenses (if chargeable) .....	£	:	:	Received by me,
				19
Second Surveyor's Fee (if any) .....	£	:	:	

Committee's Minute  
Character Assigned  
9 S10.41  
TUE. 18 NOV 1941  
100A Subject  
With freeboard

E. Little  
Surveyor to Lloyd's Register of Shipping.

© 2020  
Lloyd's Register  
Foundation  
W3-0052



PERMANENT REPAIRS (cont'd). Upper Deck: 2 stringer plates cropped and renewed with one plate raising two new bolts.  
(ALL ON STARBOARD SIDE)

Permanent Repairs:	Shell plating	Notes
(all on Starboard side)	E8	renewed thro' out
	E9	faired in place?
	E10	" " "
	F7	renewed thro' out
	G8	renewed thro' out
	H8	removed, faired and refitted
	J7	" " " "
	K7	" " " "

(3.W) 1A. 2000 Frames in Way

- 5 main channel frames off, faired and refitted
- 2 " " " " faired in place
- 5 both angle tween the frames off, faired & refitted.
- 2 side of "plate" - 2000A faired in place.
- 3 flanged frame brackets renewed
- 2 " " " " off, faired and refitted

Aff. E. R. Bhd. Vertical wing plate off, faired and refitted

Basplate at wing faired in place

Boundary angle renewed

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge															
														If Patent state name of Patentee.		

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

## CHAIN CABLES.

[illegible]

Iron Stream Chain  
or Steel Wire....

Boat deck: Boat deck stringer plate faired in place  
" " boundary angle " " "  
5 boat deck beams " " "  
Boat deck face angle cropped and part renewed  
1 boat davit removed, faired annealed and refilled

In No 3 hold: Wood Bhd. at aft end of bunker, part renewed in way of damage  
2. scupper pipes renewed  
Cement chocks in way of damage renewed.

Upper E.R. Store: Six angle beams supporting floor off, faired and replaced.

Sundry: Bilge suction valve chest and piping in way of damage removed and afterwards replaced in an efficient condition

Shell in way of damage here tested after completion of repairs and found efficient.

No 4 D.B.T. (S.S.) tested under pressure after completion of repairs and found efficient.