

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22nd August 1939 When handed in at Local Office 28th 1939 Port of Antwerp
 No. in Survey held at Antwerp Date, First Survey 19th December 1938 Last Survey 21st January 1939
 Reg. Book. 20.830 on the Wood, Iron or Steel 1/2 "LE PROQUE" (No. of Visits 8)

TONNAGE: Built at Newcastle By whom Swan Hunter, Wigham & Dickson When 1905-10
 GROSS 1256 Owners C. Manhand Export Import Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. — Managers — Port belonging to Antwerp
 NET 756

Surveyed Afloat or in Dry Dock? Both Name of Dock City S.D. 404 Destined Voyage —
 VR=CellDBorDBa feet; uE&B feet; f feet
 Capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

st Report, No. 21741 Port Ant.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 affecting 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 and why they were declined not required

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

Was a damage report made by anyone else? If so, by whom? Wheeler Salvage Association
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through collision with the 1/2 "BANNEKOM", whilst being moored at berth W. 156. at Antwerp, on the 17th of December 1938.

or done. Vessel examined afloat and afterwards in dry dock. In addition to the damage caused by the collision at the after end of the side between the Upper Deck and the second Deck, extensive damage was observed on the side from the after end of the Engine Room to the after peak bulkhead, due to the vessel being pressed against the edge of the quay wall.

A specification of repairs to be carried out was drawn up in consultation with Underwriter's Surveyors. The Owners, however, claimed that the vessel had been bent and twisted through the collision, and did not agree to the repairs being confined to renewal of parts actually damaged. The vessel was lined up in dry dock, both on bottom and on deck, and the alignment of the line of shafting

CATEGORY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place								

GENERAL CONDITION OF THE

ing of Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vett.)
ings	State if Tanks now tested	Dblng. Plates under Sounding Pipes	When put on, Month Year
& Fastenings	Bulkheads	Engine Room Skylights	Boats
e Plating	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
in way of sidelights	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
hooks	Rudder	Scuppers	(State if wedges removed)
oms	Steering gear and its connections	Cargo Hatchways	Sails
as	Windlass	Hatches	Equipment letter
se Frames	Have pumps been examined and found efficient?	Planing of Wood Vessels	Anchors, No. of
udinals	Have Sluice Valves now been examined and found efficient?	Caulking	Chain Locker
verses	Have Watertight Doors now been examined and found efficient?	Treenails	Cables (State if now ranged)
ns	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	length mean diamr. (on board)
ers		Transoms Pointers, & Crutches	Rule length size
Bottom Plating		Timbers of Frame at openings	Hawser & Warps
		Ditto Ditto at other places	Standing and Running Rigging
		Stringers, Clamps & Shells	
		Salting (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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."

For the information of the Committee.

Survey Fee (per Section 20)	£	Fees applied for, 22/6/1939
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me, 19
Travelling Expenses (if chargeable)	£	
Land Surveyor's Fee (if any)	£	

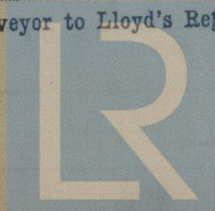
15 SEP 1939

Committee's Minute

Character Assigned

See Casualty report

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W479-0012

Whilst a slight out of alignment was observed at the after end of the keel, and at the hatchway coamings on upper deck, the line of shafting was found in true alignment, and it was concluded that the vessel was slightly out of line before this collision.

The Owners have sold the vessel for breaking up, and the work of demolition was started in July. Free Antwerp letter of the 18th August 1929.

Thetis

ANCHORS.

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

[illegible]