

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th July 1917 When handed in at Local Office 25 JUL 1917 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date, First Survey and Last Survey 24th July 1917

1905 on the Wood, Iron or Steel Se. 3 Mt. S. Stettin Master J. W. Rae

TONNAGE:— Built at Glasgow By whom Barclay Curle & Co When 1864 MONTH 11

GROSS 876 Owners (J. Currie & Co. Mgrs) Port belonging to Leith

UNDER DE. 557 Owners' Address (if not already recorded in Appendix to Register Book)

NET 528 Surveyed Afloat or in Dry Dock? Afloat Name of Dock River Lane Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet; f feet; f feet; f feet

total capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 79106 Port Leith

(Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. 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 why they were declined? Interim Certificate Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Damage stated to have been caused through vessel striking Quay Wall at Leith on the 18th July 1917.

In examination whilst the vessel was loading at Berwerthangh found the vessel had sustained the following damage:

Starboard Bow. Stem bent. No. 1 Fore deck sheerstrake plate & No. 1 plate in 1st & 2nd strakes below fractured & small top stem plate started from woodwork, moulding started broken.

No. 1 frame from stem fractured.

Port Bow. No. 1 Fore deck sheerstrake plate indented & No. 1 plate in 1st & 2nd strakes below fractured & moulding broken. Hawse pipe fractured in way of inside joint.

A cement box had been fitted in way of the damage from the stem to No. 1 frame as a

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Waterways

Coamings

Beams & Fastenings

Outside Plating

Caulking of ditto

Rivets

Breasthooks & Crutches

Transoms

Frames

Reverse Frames

Floors

Kellocks

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt (State which)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Dbing. Plates under Soundings Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Plating of Wood Vessels

Caulking

Treeballs

Breasthooks & Stems

Transoms, Fasteners, & Crutches

Timbers of Frame at openings

Ditto ditto at other places

Stringers, Clamps & Shells

Sanding

(State if examined.)

Copper, or T.M. of Wood Vessels

(State if on Plating)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length size

(on board)

Rule length size

Hawser & Warps

Standing & Running Rigging

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptdn15, &c."

This vessel is eligible for my opinion to remain as classed, subject to permanent repairs to bow being carried out on the vessel's return from the present voyage.

Survey Fee (per Section 88)

Special Damage or Repair Fee (if any) 2

(per Sec. 88)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Write on & Sign

Subject

Fee applied for

25 JUL 1917

Received by

20 JUL 1917

Arthur Scullard

Surveyor to Lloyd's Register of Shipping.

TUE. OCT. - 9 1917.

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Lloyd's Register

Foundation

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As.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

ANCHORS.

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

CHAIN CABLES

Iron Stream Chains
or Steel Wire...