

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th Jan. 54 When handed in at Local Office JAN. 18. 1954 Port of YOKOHAMA  
 No. in Reg. Book Survey held at TOKYO Date, First Survey 4th Jan. 54 Last Survey 6th Jan. 19 54  
 07307 on the ~~Widdowson~~ Steel S.S. "DARFIELD" (No. of Visits 2)

TONNAGE: — Built at Victoria, B.C. By whom Victoria Mchy Depot Co. Ltd. When 1943 MONTH 7  
 GROSS 7109 Owners Windsor Overseas Freighters, Ltd. Owners' Address —  
 UNDER DK 6708 Managers Nomikos (London) Ltd. (If not already recorded in Appendix to Register Book)  
 NET 4294 Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —  
 Cell DBor DBa feet: uE&B feet: f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

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

Last Report, No. 4434, Port London.

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).

\*100 AI

\*LMC

10-53

MS 10-52

SS Ams 9-52

BS 10-53

(ex. Fort Highfield - 51)

Bulks of shell deck Fitted for oil fuel  
 Plating Elec Welded 10.50 F.P. above 150°F  
 Society's Freeboard (if assigned) as painted on Ship and now verified

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.

Report 10 attached

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage and Repairs

Damage Stated to have been sustained by Heavy Weather on dates between 10th December 1953 and 1st January

1954 whilst on voyage from San Francisco to Tokyo.

For fuller particulars please see separate Damage Report No. LSA-84, Copy attached.

## FOUND

(1) P & S Hawse pipes welded connections broken at deck.

(2) Port bow handrails and stanchions bent & part carried away

## RECOMMENDED

(1) To Vee out and re-welded connections at weather deck.

(2) To fair one stanchion and to renew 10 ft. of handrails at this time.

P.T.C.

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

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Banking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		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 ss No. 1-38."

The vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £ 5 : 5 : 0

Damage Rpt. LSA-84 £ 15 : 15 : 0

Special Damage or Repair Fee (if any) (per Sec. 23) £ 10 : 10 : 0

Travelling Expenses (if chargeable) £ 2-10-0

Second Surveyor's Fee (if any) £ :

Fees applied for,

JAN 20 1954

Received by me,

19

A/c rendered from

London 11-3-54

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

THURSDAY 25 FEB 1954

As new, subject

Lloyd's Register Foundation

002038-002050-0176



