

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th April 1943 When handed in at Local Office 30th April 1943 Port of Southampton
 No. in Survey held at Southampton Date, First Survey 23rd October 1942 Last Survey 19th April 1943
 Reg. Book. 69672 on the Wood, Iron or Steel V. S. S. "Ascania" (No. of Visits 57)

TONNAGE:— Built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1925 - 5
 GROSS 14013 Owners Cunard White Star Ltd Owners' Address _____
 UNDER DEK. 10693 Managers _____ Port belonging to Liverpool
 NET 8427

Surveyed Afloat or in Dry Dock? At Dock Name of Dock to y. At Dock Destined Voyage Government Service
 Cell D Bord Ba _____ 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.

1st Report, No. 113175 Port Liv

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 and why they were declined Sp report issued

CHARACTER.	Machinery and Boiler Surveys
(Date of last Survey and of Periodical Surveys.)	(including date of N.B., if any.)
100 A.1 <u>with freeboard</u>	<u>1.38</u>
<u>9.30</u>	<u>BS. 3.39</u>
<u>S.S. ship: 403-4.38</u>	<u>4.43</u>
<u>Fitted for oil</u>	<u>Y.C. 9N 8.38</u>
<u>Fuel 525 Palae 150r</u>	<u>3.2.39</u>
	<u>4.02</u>
Society's Freeboard (if assigned) as painted on Ship and now verified	<u>11 ft. 10 3/4 ins.</u>

Was a damage report made by anyone else? If so, by whom? No

PAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey second 407, Alterations and Damage
 vessel placed in dry dock. The bottom & rudder panel examined and recanted. Rudder lifted, made good & replaced. All decks examined and found or made good. Holds, Iron decks, machinery and accommodation spaces, store rooms and peaks cleared & scaled where necessary examined and rated nos 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15 & 16. double bottom tanks tested and made tight. All double bottom tanks examined internally except nos 10 & 11. Cofferdams examined. The Yarnal side and centre Fresh water Tanks and Peak Tanks examined internally, tested and made tight. The Deep Fuel Bunkers & Settling Tanks tested and made tight. Galley Bunker and Chain locker, cleared, scaled, examined & coated. Casings, coamings, hatchways, hatches, ventilators, windlass, steering gear, watertight doors, hand pumps, masts, spar rigging, air & sounding pipes, scuppers, general equipment made good & efficient. Anchors & cables ranged and freeboard verified.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Feet.)
Planking of Decks <u>—</u>	<u>—</u>	<u>Good</u>	When fitted, Month <u>—</u> Year <u>—</u>
Coamings <u>—</u>	<u>Cement Good</u>	<u>Good</u>	Boats <u>Good</u>
Rivets & Fastenings <u>—</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>—</u>
Outside Plating <u>—</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>By Examination</u>
" " in way of sidelights <u>Good</u>	<u>—</u>	<u>Good</u>	(State if wedges removed)
Frames <u>—</u>	<u>—</u>	<u>Good</u>	Equipment letter <u>H +</u>
Reverse Frames <u>—</u>	<u>—</u>	<u>Good</u>	Anchors, No. of <u>3 B. 15</u>
Longitudinals <u>—</u>	<u>—</u>	<u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>—</u>	<u>—</u>	<u>Good</u>	" length <u>330</u> thru main diamr. <u>2 5/8"</u>
Decks <u>Good</u>	<u>—</u>	<u>Good</u>	(on board)
Beams <u>—</u>	<u>—</u>	<u>Good</u>	" Rule length <u>330</u> thru size <u>2 1/4"</u>
Stringers <u>—</u>	<u>—</u>	<u>Good</u>	Chain Locker <u>Good</u>
Inner Bottom Plating <u>—</u>	<u>—</u>	<u>Good</u>	Hawsers & Warps <u>—</u>
Have the Tanks been examined internally? <u>Yes</u>	<u>—</u>	<u>Good</u>	Standing and Running Rigging <u>—</u>
Have the Tanks been tested? <u>Yes</u>	<u>—</u>	<u>Good</u>	Sails <u>—</u>

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."

This vessel is eligible in my opinion to remain as classed with record of survey 4.43 in the Register Book and to have the notation of S.S. Son 407-43 when the special survey is complete. Subject to indicated plating being made good at a convenient opportunity.
License 401568 dated 26th October 1942

Survey Fee (per Section 29)	£ 22-10-0	Fees applied for, <u>30/4/1943</u>
Special Damage Report Fee (if any)	£ 21-0-0	Received by me, _____
Travelling Expenses (if chargeable)	£ _____	_____
Second Surveyor's Fee (if any)	£ _____	

W. J. Conroy
 Surveyor to Lloyd's Register of Shipping.

FRI. 4 JUN 1943

Committee's Minute
 Character Assigned

H. 43. Saw. Subject.
Examined H. 43.

S. 1.43. For Register

MS H. 43. BS. 12. 42.

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93 MAY 1943

10m 4.39.—Transfer Ink. (MAN)
 The Surveyors are requested not to write on or back

Is Certificate required? If so, to be sent to

(new certificate issued) Rating under sidelights examined.
 Ceiling lifted, Bilges & strums examined & cleaned and coated. Wood substitute deck covering lifted in places for examination of decks and re-laid.
 Note: It was ascertained from the Log Books that the Admiralty Caseworks had examined nos 10 & 11 double bottom tanks internally after cleaning on the 20th Dec: 1941 and it is submitted that might be accepted for the requirements of the Special Survey.
 Repairs: 4 fracture in the stem plating each side about 3'-6" from the stem and 18'-0" from the keel has been welded and reinforced by doubling plates. (See damage. Please see deferred 1/2 pgs)
 6 shell rivets removed in way of Engine room Starboard side. (Damage cause unknown)
 5 gudgeons of rudder post rebushed. 4 small fractures in blade cut out and welded and 4 defective rudder arm rivets removed. Sheathing of Promenade decks caulked and painted.
 minor repairs effected to Rigging, Beam knees, and Portlights
 Alterations for the carriage of additional Fresh water:

The existing Deep Tank between frames nos 130 and 149 has been divided by the fitting of a bulkhead at frame no 138. The new bulkhead has been constructed in accordance with the approved plans and the Rules, the material and workmanship is good, and the tanks proved satisfactory under test. 8" levelling valves have been fitted to the longitudinal bulkheads in accordance with the approved plans & pumping arrangement. Nos. 4 & 5 double bottom tanks under the Deep Tanks have also been made satisfactory for the carriage of Fresh water.

Damage: cause and date unknown: Starboard side in way of Engine room: 2 Shell plates indented.

Off Deck tank bulkhead: 2 plates & 2 stiffens buckled.

This damage does not impair the efficiency or seaworthiness of the vessel and the

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.	lbs.			
	1st Bower ...																
	2nd ,,																
	3rd ,,																
	Collective Weight.																
	Stream																
	Kedge.....																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Cowners propose dealing with it when there is a convenient opportunity

To complete the survey there remains the testing of nos 6 & 7 double bottom tanks, and the internal examination of the deep Oil Fuel Tanks and Bilging Tanks. It was stated this would be done at the earliest opportunity.

MA

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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