

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29 AUG. 1930 When handed in at Local Office Port of Sunderland.

No. in Survey held at Sunderland Date, First Survey Last Survey Aug 27 19 30
Reg. Book.

77054 on the Wood, Iron or Steel Twin screw **LONGWOOD**
TONNAGE: Built at Sunderland By whom Sir James Laing & Sons Ltd When 1930
GROSS 9462 Owners Oil & Minerals Tankers Ltd Owners' Address St Helens Place, London
UNDER DK. 8661 Managers John J Jacobs & Co Ltd Port belonging to London
NET 5559

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Greenwells. Destined Voyage
WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.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. Port

Periodical Surveys, when held, must be reported in detail and serially 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 to whom and why they were declined offered and regd
Society's Freeboard (if assigned) as painted on Ship and now verified
Was a damage report made by anyone else? If so, by whom? W. D. Wain for Writers

REPAIRS, EXAMINATION AS PER RULE, FOR damage stated to have been sustained (1st) through striking the dock wall whilst leaving Messrs Greenwells Dry Dock on Aug 15th 1930. (2nd) thro collision with the tug Roker whilst on trial trip on Aug 21st 1930.
NOW DONE - The vessel placed in dry dock, examined & the following shell plates, framing etc found damaged on the port side forward in way of No 1 and 2 Cargo Oil tanks repaired as follows:- viz. No 6 shell plate in 4th strake below sheer & No 5 shell plate in 3rd strake below sheer renewed. One bull angle frame cropped and the lower portion to bilge renewed; two adjacent frames faired in place. One length of the middle side stringer cropped and part renewed etc, face angle removed refitted etc. together with shell angles in way, the riveting & caulking of the shell & bulkheads etc in P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	1/4				1/4		Rivets & shell caulking made good
Removed and Faired or Repaired								
Faired or Repaired in place		4						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblig. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks good	Yes	good	(State if on Belt)
Caulking of Decks	Yes	good	When put on, Month Year
Coamings	good		Boats good
Beams & Fastenings			Masts, Yards, &c.
Outside Plating			Condition, how ascertained from etc
Breasthooks	good		(State if wedges removed)
Transoms			Sails
Frames good			Equipment letter et
Reverse Frames			Anchors, No. of 4
Longitudinals			Cables (State if now ranged) no
Transverses			length stated size good
Floors			Rule length complete size
Keelsons			Hawser & Warps good
Stringers			Standing and Running Rigging
Inner Bottom Plating	Yes		

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 and ptND24, &c."
This vessel is now in good & efficient condition and is eligible in my opinion to receive the class contemplated

Survey Fee (per Section 20) £
Special Damage or Repair Fee (if any) (per Sec. 20) £ 7 7 0
Travelling Expenses (if chargeable) £ 1 1 0
Second Surveyor's Fee (if any) £
Fees applied for, 29 AUG. 1930
Received by me, W.P. Collings, Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 5 SEP 1930
Character Assigned See F.E. Rpt.



