

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30th August 1935 When handed in at Local Office 31st August 1935 Port of Bergen
No. in Reg. Book. 37021 Survey held at Bergen Date, First Survey 26th August Last Survey 27th August 1935
(No. of Visits 2)

on the ~~Wood, Iron or Steel~~ S.S. "ASK".
TONNAGE:— Built at Dublin By whom Dublin Dockyard Co. Ltd. When 1917 YEAR. MONTH. 11.
GROSS 1536. Owners As D/s. Ask. Owners' Address Valckendoffsgate 1. Bergen.
UNDER DK. 1285. Manager Aug. Kjeland (if not already recorded in Appendix to Register Book).
NET 836. Port belonging to Bergen.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock ✓ Destined Voyage Blyth.
WB=CellDB 171 feet; uE&B ✓ feet; f ✓ feet }
total capacity 310 tons. FPT 80 tons; APT 38 tons; MTa 29 feet 131 tons. }
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. F. 21/8, 22/8.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR New tonnage openings in aft end bulkhead of bridge.
An opening cut in aft end bulkhead of bridge port and starboard side 4'-0" x 3'-0" with height of sill 12" above Raised Quarter Deck.
A portable plate 7/16" thick fitted over each opening with hookbolts 11 1/2" apart.
Stiffeners 4"x3"x7/16" fitted at both sides of openings and at top and bottom.
Openings have at some previous time, presumably when vessel was new, been cut in the athwartship bulkhead in the bridge space at the forward end of the machinery casings 38" broad and weatherboards 2 1/2" thick fitted full height of openings.
The scupper pipes at present led to the crossbunkers have now been closed by riveted plates. No overboard scupper fitted. The machinery casings, openings therein and hatchways in the bridge space conform with the Convention Requirements.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	<u>✓</u>	<u>✓</u>	<u>✓</u>
Caulking of Decks	<u>✓</u>	Engine Room Skylights	(State if on felt). When put on, Month <u>✓</u> Year <u>✓</u>
Coamings	<u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	Boats <u>✓</u>
Beams & Fastenings	<u>✓</u>	Scuppers	Masts, Yards, &c. <u>✓</u>
Outside Plating	<u>✓</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>✓</u>
Breasthooks	<u>✓</u>	Hatches <u>Good</u>	(State if wedges removed) <u>✓</u>
Transoms	<u>✓</u>	Planking of Wood Vessels <u>7</u>	Sails <u>✓</u>
Frames	<u>✓</u>	Caulking ditto	Equipment letter <u>✓</u>
Reverse Frames	<u>✓</u>	Treenails ditto	Anchors, No. of <u>✓</u>
Longitudinals	<u>✓</u>	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>✓</u>
Transverses	<u>✓</u>	Transoms, Pointers, & Crutches ditto	" length <u>✓</u> size <u>✓</u>
Floors	<u>✓</u>	Timbers of Frame at openings ditto	" (on board) <u>✓</u> size <u>✓</u>
Keelsons	<u>✓</u>	Ditto Ditto at other places ditto	" Rule length <u>✓</u> size <u>✓</u>
Stringers	<u>✓</u>	Stringers, Clamps & Shelves ditto	Hawser & Warps <u>✓</u>
Inner Bottom Plating	<u>✓</u>	Salting ditto	Standing and Running Rigging <u>✓</u>
	State if Tanks now tested <u>✓</u>		
	Bulkheads <u>✓</u>		
	Ceiling <u>✓</u>		
	Cement or Asphalt (State which) <u>✓</u>		
	Rudder <u>✓</u>		
	Steering gear and its connections <u>✓</u>		
	Windlass <u>✓</u>		
	Have Pumps now been examined and found efficient? <u>✓</u>		
	Have Sluice Valves now been examined and found efficient? <u>✓</u>		
	Have Watertight Doors now been examined and found efficient? <u>✓</u>		
	Have Ventilators and their Coamings been examined and found efficient? <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 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."
It is recommended that this vessel remain as now classed in the Register Book without any fresh record of survey.

Survey Fee (per Section 29) <u>Mr. 30.-</u>	Fees applied for, <u>23th Aug. 1935</u>
Special Damage or Repair Fee (if any) <u>£</u>	Received by me. <u>23th Aug. 1935</u>
Travelling Expenses (if chargeable) <u>Mr. 15.-</u>	<u>Mr. 45.-</u>
Second Surveyor's Fee (if any) <u>£</u>	

Committee's Minute
Character Assigned

J. A. Bide jr.
Surveyor to Lloyd's Register of Shipping.



002215-002221-0014

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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Noted
S. R.
3-9-35