

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th Oct 1922 When handed in at Local Office 19th Oct 1922 Port of LONDON  
 No. in Reg. Book 47964 Survey held at LONDON Date, First Survey 27th September 1921 Last Survey 10th Oct 1922  
 (No. of Visits TEN)  
 on the Wood, Iron or Steel S.S. RINTREE EA ATLAS Master

TONNAGE:-  
 GROSS 1177 Built at Cowes By whom J. S. White & Co When 1920  
 UNDER DK. 880 Owners Alfred Rowland & Co. Port belonging to LONDON  
 NET 605 Owners' Address

Surveyed Afloat or in Dry Dock? Both Name of Dock Union Dry & Destined Voyage  
 WB=CellDBorDBa feet; uE&B feet; f feet;  
 total capacity tons. FPT tons; APT tons; MT feet 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 \_\_\_\_\_  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, Date of last Survey and of Periodical Surveys. Year Assigned now expired. Machinery and Beller Surveys (including date of N.B., if any).  
100A1  
Class contemplated.

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 1 ins.  
 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 Classification  
 This vessel was built at Cowes in 1920 by Messrs J. S. White & classed with the Howell & Taylor.  
 The vessel has been purchased by Messrs A. Rowland & Co who desire that she should be classed with this Society. For this purpose the following has been done.  
 Tank placed in dry dock. Bottom & under deck examined & caulked.  
 Stowage, Decks, lower decks, plates, bulkheads, engine & boiler space examined & all stow work & caulked as necessary. Culling in bulkheads lifted. Plating in way of side lights examined. All parts including fore & after peak beams, examined internally & tested. Battle range, chain locker, wash, spar & rigging & general equipment examined. Scupper, pumps, weighty work, rudd & coamings, air & sounding pipes, windlass, steering gear & its connections examined & found & made satisfactory.  
 Section 48 of the rules has been complied with.

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels.	
Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	(State if on Felt.)
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month
Waterways	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Coamings	Ceiling	Souppers	Masts, Yards, &c.
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained <u>By exam</u>
Outside Plating	Rudder	Hatches	(State if wedges removed)
Caulking of ditto	Steering gear and its connections	Planking of Wood Vessels	Sails
Rivets	Windlass	Caulking ditto	Equipment letter <u>P</u>
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Treenails ditto	Anchors, No. of <u>3B. 15. 1K.</u>
Transoms	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>Yes</u>
Frames	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	length <u>210</u> size <u>1 1/2</u>
Reverse Frames	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Rule length <u>210</u> size <u>1 1/2</u>
Floors		Ditto ditto at other places ditto	as above
Keelsons		Stringers, Clamps & Shells ditto	Hawser & Warps <u>Sufficient</u>
Stringers		Salting (State if examined.) ditto	Standing & Running Rigging <u>Good</u>
Inner Bottom Plating			

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 ptND15, &c."  
 This vessel is eligible in my opinion to be classed 100 A1 & to have record of survey 10.22. & the notation SS Lon. No. 3. 10.22. Cargo tanks not fitted.

Survey Fee (per Section 25) £ 40-0-0  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 5-0-0  
 Travelling Expenses (if chargeable) £ \_\_\_\_\_  
 Second Surveyor's Fee (if any) £ \_\_\_\_\_  
 Fees applied for, 26/10/22  
 Received by me, 22/10/22  
 James D. Ogilby  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 31 OCT. 1922  
 Character Assigned See Minute on F.B. report



If so, to the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

002232-002240-0015 1/2

London

S.S. Aintree.

In view of the age of the vessel (built 1920) it was not considered necessary to revise the shell.

Plans measured up for futtocks certificates issued & futtocks verified.

At No 2 & 3 hatchways additional supports to the deck has been introduced by the fitting of additional brackets to the ship's side at the mid length of the hatchways.

Also at the after end of No 1 hatchway also stays to No 2 & 3 hatches at centre.

In view of the open floor being stiffening has been fitted to every deck floor as per appended plan herewith.

The equipment has been examined & working verified with certificates.

Docking arrangements & strengthening of bottom forward have been examined & considered efficient.

Cargo battens are not fitted in the holds.

J.D.



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Foundation

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