

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th March 1950

When handed in at Local Office 20 MAR 1950

Port of NEWCASTLE-ON-TYNE.

No. in Reg. Book.

Survey held at Habburn on Tyne

Date, First Survey 7/2/50

Last Survey 16/3/50

19

on the Wood, Iron or Steel R.F.A. "ECHODALE"

(No. of Visits 12)

TONNAGE :-
GROSS 8212
UNDER DK. 735
NET 4805

Built at Newcastle

By whom Hawthorn Leslie & Co Ltd

YEAR 1941

MONTH 3

Owners The Admiralty

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Palmers Habburn

Destined Voyage

Cell/Dor/Dba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT 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. 7933 Port Tor

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).
+100A1	+LMCCS 12,46
3.49	1248
SS PB-12,46	PBS 12,48
Carrying petroleum in bulk	TS-CL 12,48

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 8 1/2 ins.

SEE SPL. NOTE S.R.L.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & ALTERATIONS

Now Done: Vessel placed in dry-dock, bottom & rudder cleared examined & coated. Anchors & cables ranged & examined.

Weather decks, cargo tanks, deep tanks fwd, oil fuel bunkers, settling tank (SS), Casings hatch coamings & closing appliances, ventilator coamings, steering gear, windlass & equipment generally examined & found or made satisfactory.

Annual Freeboard Survey held

REPAIRS WRT: Minor caulking on shell carried out on few shell rivets in way N.Y. port cargo tank (tanks numbered from aft) renewed. Forward half of upper stringer on shell in N.Y. port cargo tank found fractured at frame slots & renewed.

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

PRESENT CONDITION OF THE

Decks good	Bulkheads in tanks good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling not ex'd	Coal Bunkers, Openings, Covers, &c. none	When fitted, Month Year
Coamings "	Cement or Asphalt "	Oil Bunkers good	Boats good
Beams & Fastenings not ex'd	Rudder good	Scuppers "	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained (State if wedges removed.)
" " In way of sidelights not ex'd	Windlass "	Hatches "	Equipment letter C+
Frames in tanks good	Have pumps been examined and found efficient? not ex'd	Planking	Anchors, No. of 3B 15
Reverse Frames "	Have Sluice Valves been examined and found efficient? not ex'd	Caulking	Cables (State if now ranged) 7 eo
Longitudinals "	Have Watertight Doors been examined and found efficient? in deck good	Treenails	" length 300 fm mean diamr. 2 3/8"
Transverses "	Have Ventilators and their Coamings been examined and found efficient? 7 eo	Breasthooks & Stemson	" Rule length 300 fm size 2 1/6"
Floors "	Air and Sounding Pipes in deck good	Transoms, Pointers & Crutches	Chain Locker not ex'd
Keelsons not ex'd	Doubling Plates under Sounding Pipes not ex'd	Timbers of Frame at openings	Hawsers & Warps good
Stringers in tanks good		" " at other places	Standing and Running Rigging "
Inner Bottom Plating in E.R. good		Stringers, Clamps & Shelves	Sails none
Have the Tanks been examined internally? yes		Salting	
Have the Tanks been tested? no		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."

This vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of dry docking 2.50. Repairs to indented shell plating (PS) and (SS) etc, keel plates Nos 4, 9, 11, 12 & 13 etc, with A stroke in way (SS), are recommended by the next Special Survey. (Pitted inner surface of shell plating in all cargo tanks & pitted tank top plating in Engine Room to be examined annually)

Survey Fee (per Section 29)	£	10	0	0	Fees applied for 13 APR 1950
Special Damage or Repair Fee (if any) (per Sec. 29)	£	5	0	0	Received by me, 19
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 19 MAY 1952

2 50 Hwe. subject
DBS. 3.50

002583-002591-0177

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.

Lloyd's Register
Foundation