

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report..... 19... When handed in at Local Office..... 19... Port of.....
 No. in Survey held at *Birkenhead* Date, First Survey *12/6/34* Last Survey *22/8/1934*
 Reg. Book. *CITY OF DIEPPE* (No. of Visits *29*)

74054 on the *Steel* Built at *W. Harlepool* By whom *W. J. J. & Co. Ltd.* When *1929* *6*
 TONNAGE: *7863* Owners *Ellerman Lines Ltd.* Owners' Address.....
 GROSS *7114* Managers *City Line Ltd.* (if not already recorded in Appendix to Register Book).
 UNDER DK. *4906* Port belonging to *Glasgow*
 NET.....

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Cannell Road* Destined Voyage.....

LD Bor DBa..... feet; uE&B..... feet; f..... feet
 Capacity tons. FPT tons; APT tons; MT tons.

All alterations in the existing records should be underlined.
 Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the inner bottom plating, especially in the boiler space.

Report, No. *7948* Port *Mch*

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from repairs due to other causes; the details in the body of the report, should be summarised in the form shown below. Whenever the details of Anchors or Chains is reported the particulars should be clearly stated in the space provided on of this form. State also the dates and initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose and to whom and why they were declined

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

OR EXAMINATION AS PER RULE, FOR *Alterations.*

Vessel placed in drydock, the fore end has been lengthened 24'-10" incorporating a heavier frame bow. The fore end tanks, compartments etc in increased length remain substantially the same. The work has been carried out in accordance with the approved plan for scantlings and the Secretary's letter.

The materials and workmanship are good.

The No. 1 Double Bottom Tank & the fore peak tank have been satisfactorily fitted.

At the owner's request 1 deep web frame from tank top to lower deck repair standard sides has been fitted at mid length of No. 2 hold.

DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
and Fairly or Repaired	/	/	/	/	/	/	/	/
or Repaired in place	/	/	/	/	/	/	/	/

CONDITION OF THE

State if Tanks have been examined inside <i>EPIC</i>	Air and Sounding Pipes <i>part exam good</i>	Copper, or Y.M. of Wood Vessels (State if on Pett). <i>✓</i>
State if Tanks now tested <i>as report</i>	Dblng. Plates under Sounding Pipes <i>"</i>	When put on, Month <i>✓</i> Year <i>✓</i>
Bulkheads <i>part exam good</i>	Engine Room Skylights <i>"</i>	Boats <i>good</i>
Ceiling <i>"</i>	Cost Bunkers, Open'gs, Lids, &c. <i>"</i>	Masts, Yards, &c. <i>"</i>
Cement <i>"</i>	Oil Bunkers <i>✓</i>	Condition, how ascertained <i>from dk.</i>
(State which.) <i>"</i>	Scuppers <i>✓</i>	(State if wedges removed) <i>✓</i>
Rudder <i>"</i>	Cargo Hatchways <i>good</i>	Sails <i>✓</i>
Steering gear and its connections <i>"</i>	Hatches <i>"</i>	Equipment letter <i>✓</i>
Windlass <i>"</i>	Planking of Wood Vessels <i>✓</i>	Anchors, No. of <i>3-1</i>
Have pumps now been examined and found efficient? <i>✓</i>	Caulking ditto <i>✓</i>	Chain Locker <i>good</i>
Have Sluice Valves now been examined and found efficient? <i>✓</i>	Treenails ditto <i>✓</i>	Cables (State if now ranged) <i>yes</i>
Have Watertight Doors now been examined and found efficient? <i>✓</i>	Breasthooks & Stemson ditto <i>✓</i>	" length <i>350 mm</i> mean diam. <i>2 7/16"</i>
Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Transoms Pointers, & Crutches ditto <i>✓</i>	" Rule length <i>350 mm</i> size <i>2 7/16"</i>
	Timbers of Frame at openings ditto <i>✓</i>	Hawser & Warps <i>good</i>
	Ditto Ditto at other places ditto <i>✓</i>	Standing and Running Rigging <i>✓</i>
	Stringers, Clamps & Shells ditto <i>✓</i>	
	Salting ditto <i>✓</i>	
	(State if examined.) <i>✓</i>	

al 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 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel so far as seen is now in good condition, and is eligible in opinion to remain as classed with fresh record of survey 18th 8-34. No notation in Register Book:-

Intermediate BH dispensed with; 7 B.H."

(per Section 29) *2 32 : 10 0*

Fees applied for, *19*

Damage or Repair Fee (if any).....2

Received by me, *16/10/34*

Expenses (if chargeable).....2

Surveyor's Fee (if any).....2

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Note re. *Bulkheads*

100 A1-8.34 Bkn.
Fitted for carrying oil fuel, etc.
Fitted for oil fuel.
D.S. 8.34

002897-002906-0109 '12

CITY OF DIEPPE.

The Bridge deck sheen stake has been satisfactorily dented in accordance with the Secretary's letter M-2ND June 1934.

The equipment has been increased by the addition of 1-15 fathom length of cable part standard sides, and 1-77 cent. stockless anchor to replace 3rd lower, see also Secretary's letter M-26th April 1934. See Verified Particulars.

The hot green deck insulated space has been fitted as a gas-tight chamber, the ship side structure in way being satisfactorily dealt with in accordance with the approved plan.

New putlogs have been assigned & marks cut-in and Verified, and new Convention Certificate supplied.

Bottom and rudder now in good order cleaned & coated.

The following are amended particulars for the Register Book:-

Registered length 501.8 ft.
Gross Tonnage 8000.65
Under deck " 7215.41
Keel " 4999.85
Capacity of hot double bottom tank 114.5 tons.
" " Forepeak tank 394 tons, length 5'-0".
Forecastle length 107'-1/2".

C.H.D.

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

Number of Certificate.	Anchors.*	WEIGHT OF 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.		
34806	1st Bower	77	1	14				57	8	3	0	77	0	0	Byers Improved Stockless	L.P.H. 5/10/34 J.H. Butler S.S. Head 4-7-2-0 2nd A.B. 6-5-11-23-9-3
	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.			
46700	15'	2 7/16	106 7/10	14 9/16	44-2-14	789-0-0			Stud	L.P.H. CH. 5/12/32 S.C. Paul.	
46701	15'	"	"	"	44-2-14				"	L.P.H. CH. 5/12/32 S.C. Paul.	
* 52019	20 2/16	2 7/16	"	"	16-2-0				"	3/8/34 W.V. Brown	
Iron Stream Chain or Steel Wire...											

* Each length of cable herein referred to consists of 12 ordinary links

2 intermediate links & 2 end links & 2 on inboard to inboard

"H.P. Min. 1000 lbs. H.B. 1000 lbs."

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