

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

16/9/35

When handed in at Local Office

21 SEP 1935

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

North Shields

Date, First Survey

2-7-35

Last Survey

13th Sept 1935

1935

(No. of Visits

11)

44266 on the Wood, Iron or Steel

Series "CALGARY."

TONNAGE:-

GROSS 4206.

UNDER DK 6582.

NET 4486

Built at

Glydebank.

By whom

J. Brown & Co Ltd

When

1921

MONTH

2

Owners

Edwards & Sons Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to

L. & W. Pool.

Surveyed in Dry Dock?

Yes

Name of Dock

Smith Dock

Destined Voyage

WB=Cell DBorDBa

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. 2414

Port

Prel

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Years since last survey	Machinery and Boiler surveys
For Special Survey.	How long	(including date of N.B., if any).
Date of last survey and of Periodical Surveys.	expired.	
+100.A-1-12-34		+L.M.C.-3.34
S.S.P.N.L. No 3-H.33		TS(E.L)-3.34

(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.

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

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

No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE, NEW OERTZ RUDDER & CONDITION.

DAMAGE cause not stated.

How done:- Done & placed in dry dock.

Shells (plates numbered from forward)

"C" Strake No 1 (port) removed, faired & refitted.

"D" " No 1 (port) faired in place.

"C" " No 1 (starboard) faired in place.

Removals made as necessary for access & afterwards replaced.

Fore peak tank tested by water pressure & found satisfactory.

Copy of damage report is attached.

(See sheet 2)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	B. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	1	-	-	-	-	-	-	-
Faired or Repaired in place	2	-	-	-	-	-	-	-

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	no	Air and Sounding Pipes	-	Copper, or Y.M. of Wood Vessels	-
Caulking of Decks	good	State if Tanks now tested	See 2nd sheet	Dblg. Plates under Sounding Pipes	-	(State if on Felt).	-
Coamings	good	Bulkheads	-	Engine Room Skylights	good	When put on, Month	-
Beams & Fastenings	-	Ceiling	-	Coal Bunkers, Open'gs, Lids, &c.	-	Boats	-
Outside Plating	good	Cement or Asphalt	-	Oil Bunkers	-	Masts, Yards, &c.	good
" " in way of sidelights	-	(State which.)	-	Scuppers	-	Condition, how ascertained	from deck
Breasthooks	-	Rudder	good	Cargo Hatchways	good	(State if wedges removed)	-
Transoms	-	Steering gear and its connections	good	Hatches	good	Sails	6+
Frames	-	Windlass	-	Planking of Wood Vessels	-	Equipment letter	35-15.
Reverse Frames	-	Have pumps now been examined and found efficient?	-	Caulking	ditto	Anchors, No. of	-
Longitudinals	-	Have Sluice Valves now been examined and found efficient?	-	Treenails	ditto	Chain Locker	-
Transverses	-	Have Watertight Doors now been examined and found efficient?	-	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no.
Floors	-	Have Ventilators and their Coamings been examined and found efficient?	good	Transoms Pointers, & Crutches	ditto	" length	stated complete
Keelsons	-			Timbers of Frame at openings	ditto	" (on board)	metal
Stringers	-			Ditto Ditto at other places	ditto	" Rule length	-
Inner Bottom Plating	-			Stringers, Clamps & Shells	ditto	Hawser & Warps	-
				Salting	ditto	Standing and Running Rigging	good.

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 ptnd 24, &c."

This vessel, so far as has been seen, is in efficient condition & capable, in my opinion, to remain as classed with fresh record of Survey 9-35.

Survey Fee (per Section 29)	£	-	-	-
Special Damage or Repair Fee (if any) (per Sec. 29)	£	2	3	0
Travelling Expenses (if chargeable)	£	-	-	-
Att. & Chin	£	4	4	0
Second Survey Fee (if any)	£	-	-	-

Fees applied for,

80 SEP 1935

Received by me,

9.10.1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 18 OCT 1935

Character Assigned

100011

8.9.35

my

Lloyd's Register
Foundation

003006-003012-0214

"CALGARY"OERTZ RUDDER.

The existing rudder was unshipped, the main portion of the rudder plate cut away & a rudder of the Oertz type built on to the existing stock, in accordance with the details shown on the enclosed plan. The rudder, on completion, was tested by water pressure to $12\frac{1}{2}$ lbs per sq. in. & found satisfactory. The rudder was then shipped & coupled up, rudder stops fitted & the rudder & steering engine operated under steam power & found satisfactory.

Stream line plates have been fitted to the rudder post.

CONDITION.

How done:- Vessel placed in dry dock, the bottom & rudder cleaned, measured & found in good condition & coated. Hatchways, ventilator coverings, deck & galley equipment found in order.

Repairs:-

Minor repairs effected.

A. A. M.