

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 10 Port of Algiers

Book in Survey held at Oran Date, First Survey 27th Dec. Last Survey 30th Dec. 1938.

No. of Visits 3

35484 on the ~~Wesley~~ ~~Iron~~ Steel s.s. "ULMUS"

TONNAGE: Built at Port Glasgow By whom Dunlop Bremner & Co Ltd. When 1926 MONTH 5

GROSS 2733 Owners Wilson & Harrison Steamships Ltd Owners' Address ---

UNDER DEK. 2539 Managers --- Port belonging to Cardiff

NET 1666

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Oran Harbour Destined Voyage Nemours & U.K.

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. Years Assessed how long expired. Machinery and Boiler Surveys (including date of N.B., in any).

S.S. Shl. No 3 2-38 + L.M.C. + 100 A.I 2-38 M.S. 2-38 B.S. 12-37 C.L. 4-37

Warranted Batteries not fitted

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage by fire from Esparto Grass cargo.

The following damage was found:

Fore Well Deck: marks from forward bulkhead.

Centre deck plate extending into Forecastle alleyway slightly buckled.

Port: A Strake No 1 plate slightly buckled

A " No 2 " " (aft of No 1 hatch under Port winch)

A " No 3 " " "

B " No 1 " " "

B " No 2 " " "

B " No 3 " " "

B " No 4 " " "

Summary of Damage Repairs: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items:--

Renewed, Removed and Faired or Repaired, Faired or Repaired in place

Essential Condition of the Vessel

State if Tanks have been examined inside No. State if Tanks now tested No.

Bulkheads See notes. Ceiling " "

Cement or Asphalt Cement. Rudder --- Steering gear and its connections Tested.

Windlass --- Have pumps now been examined and found efficient? See note.

Have Sluice Valves now been examined and found efficient? --- Have Watertight Doors now been examined and found efficient? No.

Have Ventilators and their Coamings been examined and found efficient? See notes.

Air and Sounding Pipes --- Dblng. Plates under Sounding Pipes --- Engine Room Skylights --- Coal Bunkers, Open'gs, Lids, &c. --- Oil Bunkers --- Scuppers --- Cargo Hatchways See notes.

Hatches --- Planking of Wood Vessels --- Caulking ditto --- Treennails ditto --- Breasthooks & Stemson ditto --- Transoms Pointers, & Crutches ditto --- Timbers of Frame at openings ditto --- Ditto Ditto at other places ditto --- Stringers, Clamps & Shefts ditto --- Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year. Boats. Masts, Yards, &c. Condition, how ascertained. (State if wedges removed) Sails. Equipment letter. Anchors, No. of. Chain Locker. Cables (State if now ranged) length mean diamr. (on board) Rule length size. Hawser & Warps In order. Standing and Running Rigging See notes.

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

To remain in the Register Book as presently classed, subject to permanent repairs

at first available opportunity after the present voyage.

Survey Fee (per Section 29) Special 5. 5. 0 Fees applied for, 30/12 1938

Special Damage or Repair Fee (if any) 12.12.0 Received by me, 30/12 1938

Travelling Expenses (if chargeable) 8. 0 376l. 25 frs.

Second Surveyor's Fee (if any)

Committee's Minute

Surveyor Assigned

Deferred

FRI 10 FEB 1939

Surveyor to Lloyd's Register of Shipping.

Dewar Paton.

Is Certificate required? If so, to be sent to

Lloyd's Register Foundation

003567-003571-0339 1/2

B strake N° 5 plate slightly buckled.

C " N° 1 " " "

C " N° 2 " " "

C " N° 3 " " "

C " N° 4 " badly "

C " N° 5 " slightly "

D " (Stringer) N° 1 plate slightly buckled

D " (") N° 2 " slightly "

D " (") N° 3 " badly "

Starboard : A strake N° 1 plate slightly buckled

A " N° 2 " badly " (in way of Starboard winch)

A " N° 3 " slightly "

B " Nos 2,3,4 and 5 slightly buckled

C " Nos 1,2,3,4 and 5 " "

D " (stringer) Nos 2 and 3 plates slightly buckled.

Coaming plate at Forecastle entrance slightly buckled.

Port : Bulwark plates Nos 2, 3 and 4 " "

" stanchions Nos 3, 10 and 11 slightly buckled.

Starboard : Bulwark plates Nos 2,3,4 and 5 " "

" stanchions Nos 5, 11, 12 and 13 slightly buckled.

Bulb bulwark taffrail slightly buckled in way of damaged bulwark stanchions and plates on port and starboard sides.

Foremast standing and running rigging burned and destroyed.

Wood work doors etc., badly scorched on forward bulkhead and in Forecastle alleyway.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT EX STOCK, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

N° 1 Hatch coaming slightly buckled on Port side forward.

Thwart beams supports damaged as reported on discharging cargo.

4 in No. Ventilator cowls collapsed by overheating.

After bulkhead and Saloon forward casing.

2 in No. plates slightly buckled and painting badly scorched.

Bridge Space and Reserve Bunker Tween Deck.

Centre plate extending from aft of N° 2 Hold hatch badly buckled.

" " N° 2 aft of extra hatch N° 2 Hold slightly buckled.

Port A strake N° 1 plate slightly buckled.

Rpt. No. 8

Port of ALGIERS

Continuation of Report No. 1565 dated Dec 38 on the

s.s. "ULMUS" of Cardiff.-

Port A Strake N° 2 plate slightly buckled.

Port B Strake N° 1 plate slightly buckled

" B " N° 2 " badly "

" C " Nos. 1, 2 & 3 plates slightly buckled.

" D " (stringer) Nos 2 & 3 plates slightly buckled

Starboard A strake Nos 1 & 2 plates slightly buckled.

B " Nos 1 & 2 " " "

C " Nos 1 & 2 " " "

Forward bulkhead 2 in No. plates noted previously from forward well deck found set in Port and Starboard between the vertical bulb angle stiffeners.

The Port glass broken in store room and painting badly scorched on casings and bridge deck.

Wood boxing for telegraph wires, electric fuse boxes cables and protection completely burned out and destroyed.

Bridge deck under saloon and accommodation 2 in No plates set up between Nos 2,3,4 and 5 deck beams and Nos 1,2 and 4 beams slightly distorted on Starboard side.

Forecastle : Wood deck aft on Port side with moulding partly burned

Hand pump to Fore Peak defective.

N° 1 Hold : Port - Nos 6,7,8,9,17 and 18 deck beams slightly buckled.

Starboard - Nos 20 and 21 deck beams slightly buckled.

Forward bulkhead about amidships 3 in No plates slightly buckled, especially on Port side upper plate.

After bulkhead 4 in No plates slightly buckled the lower plate in 3 in No places.

N° 2 Hold : Port - Nos 3,4,8,9,10,13,14,15,17,18,27 and 28 deck beams slightly buckled.

Hold ceiling and Cross bunker in way of hatches partly damaged by fire.

Lower bridge 5 in No teak lining planks with teak moulding partly burned on Port side.

Navigation bridge front and teak chart room painting or varnish scorched.

Forward davit to Port lifeboat badly bent.

Patent deck flooring in Saloon and cabin cracked and set up in several places.

The Stewards cabin wood lining was burned through in way of forward casing on Port Side.

THE FOLLOWING TEMPORARY REPAIRS WERE COMPLETED :-

Forward Well Deck.- Defective plate landings and rivets caulked and made water tight.

Nos 1 and 2 hatch beam supports faired and all Thwart beams fitted in place.

Complete set of wood hatches made and fitted in place for Nos 1,2, Cross bunker and Tween deck.

4 in No Ventilator cowls repaired with part new material.

Hand pump to Fore Peak overhauled and made workable

Telegraph Bridge to engine room overhauled and tested.

Electric cable renewed from Engine Room with necessary fuse boxes for Saloon and Navigation lights.

Forward davit to port lifeboat removed faired and refitted.

Foremast standing and running rigging was renewed, the flexible steel wire rope being supplied from shore and work done by Ship's crew.

All necessary tarpaulins and equipment was supplied for the voyage to U.K. via Nemours.

N.B.-If this Report is copied by Copying Press, special 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.