

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 26/29th Nov. 1952 When handed in at Local Office. 29th Nov. 1952 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at JARROW-ON-TYNE Date, First Survey AUG. 22nd Lgst. Survey Nov. 21st 1952
 Reg. Book. on the Wood, Iron or Steel S.S. "BRIGHTON" (No. of Visits 24)

54041. TONNAGE: — Built at BURNTISLAND By whom BURNTISLAND S.B. Co. LD. When 1943 MONTH 8
 GROSS 5221.08 Owners CARLTON S.S. Co. LD. & CAMBAY S.S. Co. LD. Owners' Address —
 UNDER DK 4616 Managers CHAPMAN & WILLAN, LD. Port belonging to NEWCASTLE.
 NET 2890.21

Surveyed Afloat or in Dry Dock? BOTH Name of Dock MERCANTILE D.D. Destined Voyage CUBA. JAPAN.
 Cell DBor DBa — feet; uE & B — feet; f — feet; f — feet
 Capacity — tons. FPT — tons; APT — tons; 20 feet OF tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

st Report, No. 57649 Port —

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case. 8/8/52

Where 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 YES

WAS A DAMAGE REPORT MADE BY ANYONE ELSE? IF SO, BY WHOM? UNDERWRITERS SURVEYOR.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, OIL FUEL CONVERSION & DAMAGE.
 NOW DONE FOR SPECIAL SURVEY.

Vessel placed in dry dock, bottom, sides and rudder (lifted) cleaned examined and recoated. Anchors and chain cables ranged and examined. The holds, tween decks, peaks, engine and boiler spaces and bunkers cleared, ceiling removed as required. Stewards examined throughout, sealed and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined. All double bottom tanks, fore and after peak tanks, and new oil fuel deep tanks examined internally and tested. Decks, chain locker, masts and rigging (report attached), hatch coamings, covers and supports, tarpaulins, cleets and bolting arrangements, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pump, watertight doors, air and sounding pipes and striking plates examined. All hold bilge and oily bilge suction tested.

TYPE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1	✓	✓	✓	✓	✓	✓	1 SHELL STRINGER (PART)
Removed and Faired or Repaired	9	17	✓	✓	✓	✓	✓	2 TANK SIDE BNTS.
Repaired or Repaired in place ...	24	10	✓	✓	✓	✓	✓	3 " " "

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	GOOD	Good	Good	Good	Good	Good	Good
Fastenings	"	Celling	"	Coat Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Plating	"	Cement or Asphalt	"	Oil Bunkers	GOOD	Boats	M.O.T. SURVEY GOOD.
In way of sidelights	"	Rudder	"	Seuppers	"	Masts, Yards, &c.	GOOD
Names	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	FROM ALOFT
Is	"	Windlass	"	Hatches	"	(State if wedges removed.)	Q+
	"	Have pumps been examined and found efficient?	YES.	Planking	"	Equipment letter	3-1
	"	Have Sluice Valves been examined and found efficient?	YES.	Caulking	"	Anchors, No. of	3-1
	GOOD	Have Watertight Doors been examined and found efficient?	YES.	Treenails	"	Cables (State if now ranged)	YES
	"	Have Ventilators and their Coamings been examined and found efficient?	YES.	Breasthooks & Stemson	"	" length 270f mean diamr. 2 1/4"	
	"	Air and Sounding Pipes	GOOD.	Transoms, Pointers & Brutches	"	" Rule length 270f size 2 5/16"	
	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Chain Locker	GOOD.
	"			" at other places	"	Hawsers & Warps	SUFFICIENT.
	"			Stringers, Clamps & Shelves	"	Standing and Running Rigging	GOOD
	"			Sinking	"	Sails	✓

Local 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 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 is eligible in my opinion to remain as classed with fresh record of dry docking 11.52 and notation of S.S. NWC. - 11.52.

Survey Fee (per Section 23)	S.P. SURVEY	£ 63 : 0 : 0	Fees applied for, 4 DEC 1952
Special Damage or Repair Fee (if any) (per Sec. 23)	OIL FUEL CONVERSION	£ 27 : 6 : 0	Received by me, 19
Travelling Expenses (if chargeable)	SUNDAY FEE	£ 45 : 0 : 0	
Second Surveyor's Fee (if any)		£ 5 : 5 : 0	

Committee's Minute UES. 30 DEC 1952
 Character Assigned 11.52 NWC (delete endorsement)
S.S. NWC. - 11.52 + LMC 11.52
Fitted for oil fuel 11.52 F.P. above 150° F.

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

