

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th OCT. 1956 When handed in at Local Office 15th OCT. 1956 Port of SUNDERLAND
No. in Survey held at SUNDERLAND Date, First Survey 5th OCT. Last Survey 5th OCT. 1956
Reg. Book. on the Wood, Iron or Steel SINGLE SCREW MOTORSHIP "TRITONICA" (No. of Visits 2)

TONNAGE :— Built at SUNDERLAND By whom SIR JAS. LAING & SONS LTD. When 1956 OCT.
GROSS 12,714 Owners DINGWALL SHIPPING CO. Owners' Address (If not already recorded in Appendix to Register Book).
UNDER DK. 11,357 Managers PHILIP MANN & CO. Port belonging to LONDON.
NET 7,712

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage
Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet 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. Port

(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. YES. To SUPERINTENDENT Society's Freeboard (if assigned) as 12 ft. 7 1/4 ins. painted on Ship and now verified
REPRESENTING OWNERS. NOT REQUIRED. Was a damage report made by anyone else? if so, by whom? UNDERWRITER'S SURVEYOR

REPAIRS, OR EXAMINATION AS PER RULE, FOR
DAMAGE CAUSED BY CONTACT WITH CORPORATION QUAY, SUNDERLAND, ON RETURN FROM SEA TRIALS, OCT. 4th 1956.
FOUND THIRD STRAKE BELOW SHEERSTRAKE, STARD SIDE FORWARD INDENTED IN TWO PLACES AS FOLLOWS :—
THIRD PLATE FROM FORD. INDENTED AT AFTER END.
FOURTH PLATE FROM FORD. INDENTED AT FORWARD END.
THE SHELL BUTT BETWEEN THESE PLATES WAS NOT DAMAGED, NOR WERE THE UPPER AND LOWER WELDED SHELL SEAMS IN WAY.
WEB FRAME NO 196 BUCKLED TOGETHER WITH BRACKETS AND STIFFENERS IN WAY.
INVERTED ANGLE FRAMES, NOS 195, 194, 193, 192, 191, 189 AND 188 SET IN.
WEB FRAME NO 190 BUCKLED TOGETHER WITH BRACKETS AND STIFFENERS IN WAY. WELDED ATTACHMENT OF WEB PLATE TO SHELL FRACTURED.

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 ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylight	Copper, or Y.M.
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Caulking of Decks	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Coamings	Rudder	Scuppers	Boats
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Windlass	Hatches	Condition, how ascertained
" " In way of sidelights	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diamr.
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length size
Keelsons		" " at other places	Chain Locker
Stringers		Stringers, Clamps & Shelves	Hawsers & Warps
Inner Bottom Plating		Salting (State if examined.)	Standing and Running Rigging
Have the Tanks been examined internally?			Sails
Have the Tanks been tested?			

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."
THE VESSEL IS IN EFFICIENT CONDITION AND ELIGIBLE IN MY OPINION TO BE RECOMMENDED TO THE COMMITTEE FOR THE CLASS 100 A1 SUBJECT TO INDENTED SHELL PLATING (S.S.F.) AND STRUCTURE IN WAY BEING DEALT WITH AT THE NEXT DRY DOCKING.

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

Committee's Minute
Character Assigned
FRIDAY 28 DEC 1956
Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation

WEB FRAME NO 190 CROPPED BACK FROM SHELL IN WAY OF FRACTURED WELDING
AND RE-CONNECTED BY WELDED PLATE LUGS.

THE STRUCTURE NOW CONSIDERED TO BE EFFICIENT, FURTHER REPAIRS DEFERRED AND INTERIM CERTIFICATE ISSUED, COPY OF WHICH IS ATTACHED, RECOMMENDING PERMANENT REPAIRS AT NEXT DRY DOCKING.

W. M. White.

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.

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patent.

If Stockless state Mechanical Test.

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.