

Ept. 8.

(Received at London Office

20 NOV 1946

No. 124729

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11. 11. 1946 When handed in at Local Office 11. 11. 1946

Port of

LIVERPOOL

No. in  
Reg. Book.

Survey held at

BIRKENHEAD

Date, First Survey

3/10/46

Last Survey

24/10/1946

1946

66279  
59954

on the Wood, Iron or Steel

LISCARD

TONNAGE :-

Built at SOUTHAMPTON.

By whom J. I. THORNYCROFT &amp; CO LTD.

YEAR.

MONTH.

GROSS

734

Owners THE MAYOR, ALDERMEN, &amp; BURGESSES OF THE

Owners' Address

BOROUGH OF WALLASEY.

(If not already recorded in Appendix to Register Book).

UNDER DK.

734

Managers

Port belonging to

LIVERPOOL

NET

267

Surveyed Afloat or in Dry Dock?

AFLOAT

Name of Dock

MORPETH DOCK

Destined Voyage

Cell DBor DBa

feet; uE &amp; 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.

123636

Port

Liv

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

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

ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION.

This survey has been carried out at the Request of the managers of the Wallasey Corporation Ferries, with a view to issuing a certificate, stating that the vessel was in a fit condition to proceed to Copenhagen under her own power. The vessel having been sold to Copenhagen owner.

NOW DONE

Generally Fanned Decks, Barge-way spaces, Steering Gear compartment, machinery spaces, Accommodation spaces, Bunkers as far as practicable, Tunnel casing, Hatchways, Ketches, Windlass and Steering Gear.

The following requirements were considered necessary and have been

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								P.T.O
Removed and Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	EFFICIENT	Bulkheads	EFFICIENT	Engine Room Skylights	NONE	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Celling	NONE	Coal Bunkers, Openings, Covers, &c.	EFFICIENT	When fitted, Month	Year
Coamings	"	Cement or Asphalt	NOT EXD	Oil Bunkers	NONE		
Beams & Fastenings	WHERE EXD.	Rudder	"	Scuppers	GOOD	Boats	
Outside Plating	NOT EXAMD	Steering gear and its connections	GOOD	Cargo Hatchways	"	Masts, Yards, &c.	NONE
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	(State if wedges removed.)
Frames	WHERE EXD. EFFICIENT	Have pumps been examined and found efficient?	NO	Planking		Equipment letter	NONE
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	NO	Caulking		Anchors, No. of	2
Longitudinals	NONE	Have Watertight Doors been examined and found efficient?	NO	Treenails		Cables (State if now ranged)	YES
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		" length	180F mean diamr. S&P
Floors	WHERE EXAMD. EFFICIENT	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches		" Rule length	size RPT.
Keelsons	"	Doubling Plates under Sounding Pipes	NOT EXD.	Timbers of Frame at openings		Chain Locker	NOT EXAMD
Stringers	"			" " at other places		Hawsers & Warps	SUFFICIENT
Inner Bottom Plating	NOT EXD.			Stringers, Clamps & Shelves		Standing and Running Rigging	NONE
Have the Tanks been examined internally?	NO			Salting	(State if examined.)	Sails	"
Have the Tanks been tested?	NO						

General Observations, Opinion as to Class, Recommendation, &amp;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."

This report is forwarded for the information of the Committee.

Survey Fee (per Section 29)

Condition Survey

22. 18 : 0

Fees applied for

14 NOV 1946

Special Damage or Repair Fee (if any)

(per Sec. 29)

:

Received by me,

Travelling Expenses (if chargeable)

:

:

:

Second Surveyor's Fee (if any)

Riggers Fee

2 : 2 : 0

Committee's Minute

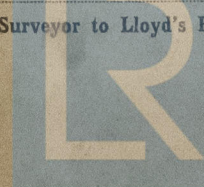
LIVERPOOL

19 NOV 1946

Character Assigned

Transmit to London

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

006694-006704-0191



The openings in pillars carrying the gangway hoist gear have been plated over.

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 .....																

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

## CHAIN CABLES.

[illegible]

83 1/2 sold to O/S. HETLAND. A/S. COPENHAGEN.