

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18 1940 When handed in at Local Office MAY 1940 1940 Port of HULL
 No. in Reg. Book 49897 Survey held at Gosbe Date, First Survey 19.4.40 Last Survey 16.5.1940
 (No. of Visits 10)

30072 on the Wood, Iron or Steel MOYLE
 TONNAGE:— Built at Uroon By whom Luka SB Poff When 1907 11
 GROSS 1761 Owners Shamrock Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DEK. 1325 Managers (if not already recorded in Appendix to Register Book) Port belonging to London
 NET 749

Surveyed Afloat or in Dry Dock? in Dry Dock Name of Dock Bay No 2 Destined Voyage (blank)
 Cell D B or D B a feet; u E & 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. 53268 Port Gosbe

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
<u>100 A.1. 1.40</u>	<u>LMC. -</u>
<u>SS Sk 2nd No 3 - 2.32</u>	<u>M.S. 7.36</u>
<u>SS Sves. No 1 - 36</u>	<u>B.S. 12.38</u>
	<u>OG. 8.38</u>

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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
 Society's Freeboard (if assigned) as painted on Ship and now verified See over ft. ins.

Owner Superintendent CAD required Was a damage report made by anyone else? If so, by whom? U.W. Sutcliffe

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. States to have been surveyed through (1) Collision with M.V. HULLGATE in the Scheldt on 14.1.40 and (2) Collision with unknown vessel on 11.2.40. Vessel placed in dry dock bottom & rudder cleaned & examined & recoated & the following repairs effected Damage No 1:— Stem Cropped part removed & faired. Starboard side:— Shell plates 3rd below main shear No 1 removed & faired No 2 renewed 4th below & 5th & 6th below No 1 plates renewed. Port side:— 3rd, 4th, 5th & 6th plates below main shear No 1 plates renewed. 1st below main shear No 3 & 4 plates renewed. 2nd below main shear No 4 & 5 renewed & 3rd below main shear No 2 removed & faired 4th below main shear No 4 removed & faired. Plates No 1, 4 & 5 & 2nd below & No 2 in main shear faired in place. 8 frames faired in place & 8 renewed. Fore well deck bulwark rail & a number of stanchions removed & faired. Bulwark plates faired in place. The height of upper & lower stringers renewed.

NATURE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	12	8						See Report
Removed and Faired or Repaired	3	—						
Faired or Repaired in place	4	8						

GENERAL CONDITION OF THE	Good							
Engines	Good							
Boats	Good							
Masts, Yards, &c.	Good							
Condition, how ascertained	Good							
Equipment letter	Good							
Anchors, No. of	3-1	3-1	3-1	3-1	3-1	3-1	3-1	3-1
Cables (State if now ranged)	3-1	3-1	3-1	3-1	3-1	3-1	3-1	3-1
length (on board)	340	340	340	340	340	340	340	340
mean diam.	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"
Rule length	240	240	240	240	240	240	240	240
size	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"
Chain Locker	Good							
Hawsers & Warps	Good							
Standing and Running Rigging	Good							
Sails	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 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 vessel is in an efficient condition & eligible, in my opinion, to remain as classed with fresh record of Survey 5.40 & the notations of S.S No 2 40. Subject to the poop side plating, classed being dealt with at Owners' convenience.

Fee (per Section 29)	17	10	0	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 29)	12	12	0	17 MAY 1940
Travelling Expenses (if chargeable)	3	4	8	Received by me,
Second Surveyor's Fee (if any)				19

(Signature)
 Surveyor to Lloyd's Register of Shipping.



71. Surveyors are requested not to write

Is Certificate required? If so, to be sent to

Committee's Minute
 Character Assigned 100A subject
ack Hull
2.7.5
S.S. No. 2-40
time 5.40 subject
BS 1.40

DAMAGE No 2. 5 Bulwark plates aft. removed & framed together with rail bar, slauncher + detail.

S.S 3rd No 2: - In addition to the above, all holes, peaks, funnels, engine boiler + accommodation spaces cleared & examined; ceiling & lumber boards lifted as req'd by the Rules. The decks, masts, spar & rigging, the anchors, & general equipment examined the chain cables ranged & examined together with the locks. The hatches, covers, coaming, ventilators, Casings, air & sounding pipes, loudhorns, Steam Seat & its connections examined. The peak & double bottom tanks examined internally & tested. The watertight door & pumps examined. The foreboard verified.

Repairs: - This vessel's framing & the short beams in way of the hatches are all somewhat weak. In view of present conditions the worst frames (at the fore & aft side of the vessel) have been fitted with reverse bars. Elsewhere, alternate frames. At some places every third frame has been fitted with a reverse bar. & each alternate short beam has been renewed. The following renewals have also been effected: - All side stringers, The deck beam plates between Nos 1 & 2 holes. The main bulkhead all way to wing, The stiffener & lock plate on engine room bulkhead. The throat across top. The aft peak tank top & four beams. The engine & galley casing top plate & a number of other minor repairs have been effected. The masts & rigging have been repaired as per accompanying report. The poop side plating Starboard side has not been dealt with & is mean while efficient.

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

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.

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.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.					
					Fathoms.	Inch.	Tons.	Tons.						Cwts.	qrs.

Iron Stream Chain or Steel Wire...

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.

Handwritten note: X marks deep well

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.