

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report November 8<sup>th</sup> 1935 When handed in at Local Office 19 Port of St. John's, NFL.

No. in Reg. Book 07324 Survey held at St. John's, NFL. Date, First Survey Oct. 17<sup>th</sup> Last Survey November 4<sup>th</sup> 1935

TONNAGE - 248 Built at Aberdeen By whom J. Duttie Lorry, A.B.C. When 1912 - 1

GROSS 216 Owners Government of Newfoundland. Owners' Address (if not already recorded in Appendix to Register Book)

NET 131 Managers Commissioner for Finance Port belonging to St. John's, NFL.

Surveyed Afloat or in Dry Dock? Both Name of Dock St. John's D. Dock Destined Voyage Laid up

WB = Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. - All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1748 Port NFL

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 7.35		* LMC 8.34
		BS. 7.35
SS NFL No. 3-8,34		02834

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.

Was a damage report made by anyone else? If so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged sustained through the vessel having grounded at St. Margaret's Bay, NFL.

Vessel in dry dock. Bottom and rudder examined.  
Damage:- Stem forefoot section twisted and badly scored.  
Port side: Shell plate:- A.I. buckled & fractured.  
Starboard side: " " A.I. buckled and fractured.  
Repairs:- Stem: Damaged section at forefoot renewed.  
Port side: A.I. renewed. Starboard side: A.I. renewed. B.I. removed for access to stem & refitted.  
Frame ends faired in place. All removals replaced. Cement renewed.  
Examined decks, engine room skylights, ventilators, steering gear, windlass, anchors, boats, and general equipment. All in good condition.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	2							Forefoot section of Stem.
Removed and Faired or Repaired	1			2				
Faired or Repaired in place		4						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	State if Tanks now tested <u>Good</u>	Engine Room Skylights <u>Good</u>	(State if on Vell). When put on, Month Year
Plating of Decks	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Stowings	Ceiling	Scuppers	Masts, Yards, &c. <u>from deck</u>
Rigging & Fastenings	Cement or Asphalt (State which.) <u>Good</u>	Cargo Hatchways	Condition, how ascertained <u>from deck</u>
Outside Plating	Rudder	Hatches	(State if wedges removed)
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	Sails
Transoms	Windlass	Caulking	Equipment letter
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails	Anchors, No. of <u>3B-15.</u>
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	" length size
Stirrers	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings	" Rule length size
Bottom Plating		Ditto Ditto at other places	Hawser & Warps <u>Good</u>
		Stringers, Clamps & Shells	Standing and Running Rigging
		Salting (State if examined.)	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."

This vessel is in my opinion eligible to remain as now classed in the Register Book with fresh record of survey 10,35.

Survey Fee (per Section 20) £ :  
Special Damage or Repair Fee (if any) (per Sec. 20) \$ 40.00  
Travelling Expenses (if chargeable) £ :  
Beneficial Underwriters \$ 40.00  
Second Surveyor's Fee (if any) £ :

Fees applied for, Nov. 4 1935  
Received by me, not paid

D. M. Macfarlane.  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute 100/11  
Character Assigned 100/11

TUE. 10 DEC 1935

Lloyd's Register Foundation