

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 24/10/1949 When handed in at Local Office... 25/10/1949 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at North Shields Date, First Survey and Last Survey 21<sup>st</sup> Oct 1949 (No. of Visits.....)

25115 on the Wood, Iron or Steel s.t. "SARAH A. PURDY"

TONNAGE :-

GROSS 202

UNDER DK. 198

NET 88

Built at Paisley.

By whom John Fullerton &amp; Co.

When 1919

MONTH 4

Owners H.R. Purdy &amp; Sons, Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers H.R. Purdy.

Port belonging to N. Shields.

Surveyed Afloat or in Dry Dock? Drydocked. Name of Dock Bairdi 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. 106275 Port

NWC

(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 DOCKING

NOW DONE Vessel placed in dry dock. Bottom and rudder cleaned, examined and coated. Weather decks, casings, hatch coamings and closing appliances, ventilator coamings, steering gear (examined in place), windlass and equipment generally examined and found satisfactory.

W. and T. REPAIRS.

Shull - About 50 defective frame rivets, port side, and 200 defective frame and beam rivets in bridge plating and stake above, starboard side, built up with Electric Welding. Machinery Coaming, port side - 2 defective casing rivets built up with Electric Welding.

SUMMARY OF DAMAGE REPAIRS :-

Renewed ...

Removed and Fairred or Repaired

Fairred or Repaired in place ...

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	not exd.	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	Good	Ceiling	not exd.	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	
Coamings	Good	Cement or Asphalt	not exd.	Oil Bunkers		When fitted, Month	Year
Beams & Fastenings	not exd.	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	(Examined in place)	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	not exd.	Steering gear and its connections	Good	Hatches	Good	Condition, how ascertained	from deck
Frames	not exd.	Windlass	Good	Planking		(State if wedges removed.)	
Reverse Frames	not exd.	Have pumps been examined and found efficient?	not exd.	Caulking		Equipment letter	
Longitudinals		Have Stance Valves been examined and found efficient?		Treenails		Anchors, No. of	261K.
Transverse		Have Watertight Doors been examined and found efficient?		Breasthooks & Stemson		Cables (State if now ranged)	not ranged
Floors	not exd.	Have Waterlight Doors been examined and found efficient?		Transoms, Pointers & Outfiches		" length	stated complete
Keelsons	not exd.	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings		" Rule length	20 ft. size 1"
Stringers	not exd.	Air and Sounding Pipes (above deck)	Good	" " at other places		Chain Locker	not exd.
Inner Bottom Plating	not exd.	Doubling Plates under Sounding Pipes	not exd.	Stringers, Clamps & Shelves		Hawsers & Warps	sufficient
Have the Tanks been examined internally?	no			Sailing		Standing and Running Rigging	sufficient
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 vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of drydocking 10.49.

Survey Fee (per Section 29) £

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) £

19

Travelling Expenses (if chargeable) £

Received by me,

Second Surveyor's Fee (if any) £

19

Committee's Minute TUES 6 DEC 1949

Character Assigned

10.49 SRL  
5.10.49

Surveyor to Lloyd's Register of Shipping.

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