

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 8th April 1948 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 9th March 48 Last Survey 6th April 1948
Reg. Book. (No. of Visits... 12)

22215 on the Wood, Iron or Steel S S "Cyrus Sears"
Built at San Francisco By whom Pacific Bridge Co When 1943

TONNAGE :-
GROSS 1814 Owners Ministry of Transport Owners' Address
UNDER DK. 1506 Managers Stephenson Clarke, Ltd Port belonging to London
NET 1019 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock Austin's D.D. etc Destined Voyage
Cell/D/Bor/DBa feet; uE & B Vessel undocked 31.3.48 feet; f

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 Superintendent
Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 6 1/4 ins.

Was a damage report made by anyone else? if so, by whom? not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination Damage etc
Vessel placed in dry dock, the bottom & rudder cleaned, examined & recoated. The holds, bunkers, machinery spaces, casings, decks, vents & covers, hatches, supports, tarpaulins, etc. general equipment, windlass, steering gear & the masts & rigging generally examined. The peaks, E & B room tanks, after part of No 2 Tank examined internally. Freeboard verified. First entry & freeboard reports have been forwarded. 2 tarpaulins, 36 hatch covers & battens renewed. Cables :- number of loose studs made good. 2 end shackles renewed (See over). Minor repairs effected in accordance with licence.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Copper, or Y.M.	
Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	(State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month Year
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Hatches <u>"</u>
" " In way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>from deck</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>"</u>	Planking <u>"</u>	(State if wedges removed.)
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>"</u>	Caulking <u>"</u>	Equipment letter <u>9</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>"</u>	Treenails <u>"</u>	Anchors, No. of <u>3 B 15</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>	Breasthooks & Stimson <u>"</u>	Cables (State if now ranged) <u>yes</u>
Floors <u>good</u>	Air and Sounding Pipes <u>"</u>	Transoms, Pointers & Crutches <u>"</u>	" length <u>240</u> mean diam. <u>1 1/4"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>"</u>	(on board.) <u>240</u> size <u>1 1/16</u>
Stringers <u>"</u>		" " at other places <u>"</u>	Chain Locker <u>good</u>
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shelves <u>"</u>	Hawsers & Warps <u>Complete</u>
Have the Tanks been examined internally? <u>part</u>		Salting (State if examined.) <u>"</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been tested? <u>"</u>			Sails <u>"</u>

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 efficient condition & eligible in my opinion to be classed 100A1 & to have record of survey 48 & the notation "SS Sld 4-48" subject to the damaged bottom plating & floors (PDS) being dealt with at the next S.S. "The ends are slightly set up"

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

Committee's Minute
Character Assigned See minute on file



Is Certificate required? If so, to be sent to

The vessel's bottom has been sighted & the after end found to be 1 1/2" & the forward end 2 1/2" up from the bottom amidships.

Damage stated to have been caused by grounding at berth at Loppila, Finland, on the 11th Nov. 1947.

Damage noted - No^s from fore.

Keel plates 3. 9 & 10.

Port: Shell plates A 4.5.7.8.9.10 B 5.6.8.9.10.11. C 6 } Set up or indented
Starb^d " " A 3.4.5.6.8.9 B 7.8.9.10. C 8

Several floor plates P03 in E. & B room tanks buckled.

The vessel's efficiency is not affected & in my opinion, repairs may be deferred to the next special survey.

First entry & field reports are forwarded. *B*

A special survey was held by the British Corporation on 6.47. *B*

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.

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.			
	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.				
					Fathoms.	Ins.	Tons.	Tons.			
22265	for 1 1/2" cable	5 1/2	-	2.9					End shackles	-	10.1.47 L.W.R. Bogam
23145	" "	5 1/2	-	2.9					" "	-	29.10.47 L.W. " "

Iron Steam Chain }
or Steel Wire }

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.