

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 1948 Last Survey 6th April 1948
 Reg. Book. 22215 on the Wood, Iron or Steel S.S. "Cyrus Sears" (No. of Visits 12)

TONNAGE:— Built at San Francisco By whom Pacific Bridge Co When 1943
 GROSS 1814 Owners Ministry of Transport Owners' Address (If not already recorded in Appendix to Register Book)
 UNDER DK. 1506 Managers Stephenson Clarke, Ltd. Port belonging to London
 NET 1019

Surveyed Afloat or in Dry Dock? Both Name of Dock Austin D.D. etc. Destined Voyage
 Cell DBor DBa feet; uE & B. feet; f. feet
 total capacity tons. FPT tons; APT tons; MT tons. 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, ballies, supports, tarpaulins, etc. general equipment, windlass, steering gear & the masts & rigging generally examined. The peaks & B room tanks, after part of No 2 Tank examined internally. Keels verified. First entry & freeboard reports have been forwarded. 4 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

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

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 4.48 & 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."

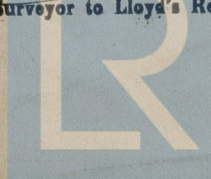
Survey Fee (per Section 29) £	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 29) £	Received by me, 19
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute

Character Assigned

See memo etc on file

P. L. Broadacre
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

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.

The vessel's bottom has been sighted & the after end found to be $1\frac{1}{2}$ " & the forward end $2\frac{1}{2}$ " 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 - A^{ms} from ford.

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 P & S 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.

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

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.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
22265	for 1 1/2 cable		5 1/2	-	2.9				End shackles	-	10.1.47 L.W.R. Bogart
23145	"	"	5 1/2	-	2.9				" "		29.10.47 L.W. " "
Iron Stream Chain } or Steel Wire }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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