

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th SEPT. 53 When handed in at Local Office 28/9/53 Port of LONDON

No. in Reg. Book

Survey held at LONDON

Date,

First Survey 17th JUNELast Survey 22nd SEPT.

19 53

on the Wood, Iron or Steel

Bucket Dredger "GADSDEN"

(No. of Visits)

Six

10797

TONNAGE

60949

Built at

Kieldersdijk

By whom

L. Smith & Zoon

When

1913

MONTH

GROSS 273

UNDER DK 272

NET 267

Owners

TILBURY CONTRACTING & DREDGING CO LTD

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock

UNION DRYDOCK

DREDGING WARE

GRAYS ROYLS.

Destined Voyage

Cell DBor DBa

feet

uE&B

feet

feet

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.

Machinery and Boiler

Surveys

(Including date of N.B., if any).

BS

Dredger

6.49

SS Lon. - 6.49

AS 9.52

Bucket Dredger

DBor 2.51

120km

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. 125460 Port LOW

Periodical Surveys, when held must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 3 ft. 6 ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR

SPECIAL SURVEY.

Vessel undocked 10.7.53.

Now Done: Vessel in drydock, shell plating cleaned, examined, found or placed in good condition & re-coated.

Examined: Store rooms, accommodation spaces & structure below, machinery spaces & structure below engine & boiler, decks, hatchways, covers, supports, carpenters' cleats & battens, timbers, P&S windlasses, equipment vents & coamings, air & sounding pipes (striking plates fitted), pumps, casings & all closing appliances.

Examined internally & tested: Fore & aft peak tanks & feed water tank. OVER...

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.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	GOOD	(State if on Felt.)	
Coamings	"	Cement	"	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	GOOD	Boats	"
Outside Plating	"	Steering gear and its connections	"	Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	GOOD	Hatches	"	Condition, how ascertained	"
Frames	GOOD	Have pumps been examined and found efficient?	YES	Planking	"	(State if wedges removed.)	"
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter	"
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Anchors, No. of	SEE REPORT
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	"	Cables (State if now ranged)	YES
Floors	GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches	"	" length	SEE REPORT
Keelsons	"	Doubling Plates under Sounding Pipes	GOOD	Timbers of Frame at openings	"	" Rule length	size
Stringers	"			" " at other places	"	Chain Lockers	GOOD
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	SUFFICIENT
Have the Tanks been examined internally?	YES			Saltine	"	Standing and Running Rigging	"
Have the Tanks been tested?	YES			State if examined	"	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 good condition and eligible in our opinion to remain as classed with fresh records of Docking 7.53 & AS 9.53 and the notation SS Lon. - 9.53

Survey Fee (per Section 23) S.S. 2 31 : 0 : 0

Special Damage or Repair Fee (if any) 2 : - : -

(per Sec. 23)

Travelling Expenses (if chargeable) 2 : - : -

Second Surveyor's Fee (if any) 2 : - : -

Committee's Minute

Character Assigned

Fees applied for, 1 OCT 1953

Received by me,

19

TUESDAY 20 OCT 1953

7.53 Low
ss. Lon. 9.53 AS 9.53

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010004-010011-0266

CADSDEN. CONT.
All spaces previously cleared, ceiling, lining, cement
& mat removed & steelwork cleaned, subsequently coated
as necessary & ceiling, lining & cement replaced
as noted on board —

The following are the results of the analysis of the samples taken from the various sources of the water supply.

Source	Temperature	Specific Gravity	Total Solids	Calcium	Magnesium	Iron	Lead	Copper	Chlorine	Sulfur	Fluorine
1. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
2. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
3. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
4. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
5. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
6. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
7. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
8. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
9. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
10. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
11. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
12. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
13. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
14. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
15. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
16. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
17. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
18. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
19. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
20. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
21. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
22. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
23. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
24. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
25. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
26. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
27. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
28. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
29. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
30. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
31. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
32. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
33. Lake Michigan	50.0	1.000	150	100	50	10	0.1	0.05	100	10	0.1
34. Lake Michigan	50.0	1.000	150	100	50	10					

150 fms 1" S.L. Cable 15 fms $1\frac{1}{8}$ short lead cable


40 x 15 fms $\frac{7}{8}$ " short link cable

REPAIRS (WEAR & TEAR) A number of wasted frames in timbers
P&S cropped & part renewed or fitted worse bars as
recommended, also straighter angle P&S cropped & part
renewed & deep beam in way of hatches P&S cropped &
part renewed.

A number of flaws in E.P. fitted reverse here

A number of scrubbed rivets in hull renewed

All work subsequently have tested.



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																

* If Patent, state name of Patentee.

† If Stockless, state Mechanical Test.

‡ If tested whether it is a 1st, 2nd, or 3rd bower.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Iron Stream Chain }
or Steel Wire }

TUESDAY 27 FEB 1954

D. Bur. 6. 7. 53 subject

~~Ack 2 v 2~~ 3



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Lloyd's Register
Foundation