

Date of writing Report 5th Dec 1924 When handed in at Local Office 5th Dec 1924 Port of NEWCASTLE ON TYNE
No. in Reg. Book Survey held at South Shields Date, First Survey 27th Nov 5 Last Survey 2nd Dec 1924
51022 on the Wood, Iron or Steel And Concrete "CRETECOVE" Master

TONNAGE:- Built at Warrington By whom Concrete Seacraft Co Ltd When 1920 2.
GROSS 747 Owners Crete Shipping Co Ltd Port belonging to London
UNDER DEK 697 Owners' Address Managers Steep & Loughton Ltd
NET 712 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Brigham Haven Destined Voyage Brevik.

WB=CellDBorDBa feet, uE&B feet; f feet; f feet; f
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, and of the inner bottom plating, especially in the boiler space.
Last Report, No. 77165 Port NWE

Periodical Surveys, when held, must be reported in detail and serially 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 in 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.
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 yes.
Copy herewith. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Damage stated to have been sustained by collision with S.S. "T.I.C.N. 23" in the River Tyne on the 16th October 1923.

Now done. Bottom & rudder cleaned & examined. Examined internally & tested fore peak tank, Examined decks, holds, boiler space, hatches, hatchways, fore & afters, steering gear & chains, and the general equipment.

Damage Repairs - Starboard bow. The hole in the second & third spaces forward of the

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								as per report.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Decks Good	Flank only	✓	When put on, Month Year
Caulking of Decks ✓	For Plank only	✓	Boats good
Waterways ✓	Bulkheads good	✓	Masts, Yards, &c. ✓
Coamings ✓	Ceiling "	✓	Condition, how ascertained (State if wedges removed) ✓
Beams & Fastenings ✓	Cement or Asphalt (State which) "	✓	Sails ✓
Outside Plating shell ✓	Rudder "	✓	Equipment letter ✓
Caulking of ditto ✓	Steering gear and its connections "	✓	Anchors, No. of 2B 15
Rivets ✓	Windlass "	✓	Cables (State if now ranged) no
Breasthooks & Crutches ✓	Have Pumps now been examined and found efficient? ✓	✓	" length (on board) size
Transoms ✓	Have Sluice Valves now been examined and found efficient? ✓	✓	" Rule length size
Frames ✓	Have Watertight Doors now been examined and found efficient? ✓	✓	Hawser & Warps good
Reverse Frames ✓	Have Ventilators and their Coamings been examined and found efficient? yes	✓	Standing & Running Rigging ✓
Floors ✓		✓	
Keelsons ✓		✓	
Stringers ✓		✓	
Inner Bottom Plating ✓		✓	

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnD15, &c."
This vessel is in my opinion eligible to remain as now classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 5 Dec 1924
Special Damage or Repair Fee (if any) £ 8 : 8 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute TUES. 30 DEC 1924
Character Assigned Write new Owners Ld 9.12.24
Received by me S. J. Robson
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

"CRETECOVE"

collision bulkhead and between the fore
peak top and the deck filled up with concrete
after furring in place the rods &c. & additional
reinforcement fitted. Rods forming two frames
in way furred & made up with concrete.
The hole in the 3rd space forward of the collision
bulkhead in way of fore peak tank filled up
with concrete after furring the rods &
reinforcement in place. One frame repaired.

Fore peak tank tested on completion of repairs.
The first space abaft the collision bulkhead
starboard side, one place where cement had
flaked off now cemented off.
Details See Damage Report.

Attention was drawn to the Owners that the
Annual Survey was due Feb/1924 also that if
vessel proceeded to Brevik it was beyond
limits of her classification and it is
understood that the Owners London Agents were
coming at our London Office to discuss this
matter.

Owners state that the vessel has been sold
Messrs The Dalen Concrete Fabrik of Brevik
Norway for the purpose of being used as a
cement depot.

Laid

vessel has been up in the River Tyne
since the casualty Oct 1923.

Note. The vessel sailed with a cargo of
coal for Brevik on the 4th inst.

SJR.