

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report Dec 16 1925 When handed in at Local Office Dec 16 1925 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 7<sup>th</sup> Dec Last Survey 9<sup>th</sup> Dec 1925  
Reg. Book.

30436 on the Wood, Iron or Steel

TONNAGE:-

GROSS 896

UNDER DEK. 625

NET 434

Built at

Amsterdam

By whom

Terschure 16<sup>th</sup> Sp + Mb

When

1917

MONTH.

2

Owners

Haig Shipping Co. Ltd

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

King &amp; Co (Cardiff) Ltd

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Dry Dock Name of Dock

Kills

Destined Voyage

WB=Cell DBor DBa

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted

precisely as in Register Book &amp; Supplements).

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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 45368 Port Cy.

(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 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. 5 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

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

Salvage

Damage stated to have been caused through vessel

grounding in River near Newbont on 18<sup>th</sup> Oct 1924 + Part Special Survey N-2

Now done:- Vessel placed in drydock bottom examined cleaned scottd. Rudder

lifted &amp; examined &amp; locking pintle renewed.

Part Special Survey N-2:- Vessel placed in drydock bottom examined cleaned scottd.

Rudder lifted &amp; examined. All DB Tanks &amp; Peak Tanks

examined internally. Decks, Holds, Machinery Space, Bunkers, Casings, Hatchways

&amp; Hatches, Windlass, Ventilators, W.T. Door, Pumps &amp; general equipment examined.

Cables ranged, Chain Locker examined &amp; Freeboard verified.

To complete Special Survey the following remains to be done:- Seiling to be

lifted as necessary &amp; all DB Tanks &amp; Peak Tanks to be tested. Examination to be

P.F.O.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

New locking pintle

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found effi-

cient?

Have Sluice Valves now been examined and found

efficient?

Have Watertight Door now been examined and found

efficient?

Have Ventilators and their Coamings been examined

and found efficient?

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on felt.)

When put on, Month

Boats

Masts, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

(on board)

Rule length

Hawser &amp; Warps

Standing &amp; Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptnD15, &c."

This vessel is now in good efficient condition & eligible in our opinion to remain as classed, to have fresh record of survey 12-25 and the notation of S.S. CFF 18-2 with date upon completion of same. Indented shell plating to be dealt with at Owners convenience

Survey Fee (per Section 20)

12 : 0 : 0

Fees applied for,

16 Dec 1925

Special Damage or Repair Fee (if any)

2 : 2 : 0

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

TUES. 29 DEC 1925

Character Assigned

Deferred for Comp. No. 2

BS. 12.25

FRI. 26 MAR 1926

FRI. 10 AUG 1926

TUES. 21 SEP 1926

TUES. 30 NOV 1926

TUES. 12 JUN 1928

TUES. 19 JUN 1928

TUE. 23 OCT 1927

Lloyd's Register Foundation

010283-010288-0022



Date of

TELE  
" KIN  
TELEPHON  
SCOTT  
WATK  
A.B.  
NEWCA  
DERWEN  
33  
TELEGRAP  
GLAS  
87, St.  
TELEGRAP  
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TELEGRAP  
PORT TA  
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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