

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 26 NOV 1937 Port of LIVERPOOL

No. in Survey held at BIRKENHEAD Date, First Survey 16/10/37 Last Survey 25/11/1937
Reg. Book. 38484 (No. of Visits 5)

on the Wood, Iron or Steel SS CAMPDEN HILL YEAR. MONTH. 1918 8

TONNAGE:— Built at Neutral By whom Canadian Vickers Ltd. Owners' Address London

GROSS 4276 Owners Campden Hill Steamship Co. Ltd. Managers Counties Ship Management Co. Ltd. Port belonging to London

UNDER DK. 3924 Managers Counties Ship Management Co. Ltd. Name of Dock Cannell Laird Destined Voyage ✓

NET 2619 Surveyed Afloat or in Dry Dock? Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

WB=CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet }
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. 25886 Port Rot

(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.)

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 5 ft. 11 3/4 ins. painted on Ship and now verified ✓

Was a damage report made by anyone else? If so, by whom? TR Little & Co U/W

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & DAMAGE.

Vessel placed in dry dock, bottom & rudder cleaned, examined & coated.

The following damage repairs have been carried out at this time.

Damage stated to have been caused by contact with S.S. "VATHY OF SAMOS"

and also with the S.S. "SARK" at Zouguldah on 28th May 1937 (see Ant Rep 21206)

Shell plating (side) (numbered from forward)

Forecastle sheer N^{os} 3 & 4 plates faired in place.

1st stanch below fore-castle sheer N^o 3 plate faired in place. (see continuation)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	/	/	/	as report
Removed and Faired or Repaired	/	/	/	/	/	2	/	
Faired or Repaired in place	7							

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>no</u>	Dbng. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year.		
Caulking of Decks <u>"</u>	State if Tanks now tested <u>"</u>	Engine Room Skylights <u>Good</u>	Boats		
Coamings <u>"</u>	Bulkheads <u>last examined good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>Good</u>		
Beams & Fastenings <u>last examined good</u>	Beiling <u>"</u>	Oil Bunkers <u>last examined good</u>	Condition, how ascertained <u>from deck</u>		
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Scuppers <u>last examined good</u>	(State if wedges removed) <u>no</u>		
" " in way of sidelights <u>✓</u>	Rudder <u>"</u>	Cargo Hatchways <u>Good</u>	Sails <u>✓</u>		
Breasthooks <u>✓</u>	Steering gear and its connections <u>"</u>	Hatches <u>✓</u>	Equipment letter <u>3-1</u>		
Transoms <u>✓</u>	Windlass <u>"</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>3-1</u>		
Frames <u>last examined good</u>	Have pumps now been examined and found efficient? <u>no</u>	Caulking ditto <u>✓</u>	Chain Locker <u>✓</u>		
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>no</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>no</u>		
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	" length (on board) <u>✓</u> mean diam. <u>✓</u>		
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers, & Crutches ditto <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>		
Floors <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>✓</u>		
Keelsons <u>✓</u>		Stringers, Clamps & Sheifs ditto <u>✓</u>	Standing and Running Rigging <u>✓</u>		
Stringers <u>✓</u>		Salting (State if examined.) ditto <u>✓</u>			
Inner Bottom Plating <u>last examined good</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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and PTND24, &c."

This vessel so far as now seen is in good condition and is eligible in my opinion to remain as classed with fresh record of survey Bln 11.37.

Survey Fee (per Section 29) £ : : 26 NOV 1937

Special Damage or Repair Fee (if any) £ 7 : 7 : 0

Travelling Expenses (if chargeable) £ : : 4-3 19 38

Second Surveyor's Fee (if any) £ : : 30 NOV 1937

Committee's Minute LIVERPOOL

Character Assigned Deprised for P.S.

Surveyor to Lloyd's Register of Shipping. Alfred Steas

© 2021 Lloyd's Register Foundation

S.S. CAMDEN HILLDamage Repair (cont'd)Shell plating P side.

fore castle fashion plate faired in place,
 1 bulwark stanchion renewed - convex moulding removed & refitted
 stringer angle & stringer plate faired in place.
 1 deck leg renewed.
 main sheer Nos 6 & 7 plates released & faired in place.
 Cement chocks cut out & renewed.
 Spar ceiling removed for access & refitted.

Shell plating P side in way of bunker.

Bridge sheer strake plate & plate below faired in place
 Cement chocks in way cut out & renewed.
 deck stringer faired in place.
 moulding over engine room removed for access & refitted.
 wood deck in way recaulked - margin plank part renewed.

Afterside P side.

2 bulwark plates faired in place.
 2 bulwark stanchions removed, faired & refitted & 1 faired in place.
 Bulwark rail cropped, faired & refitted.
 1 skull leg renewed.
 doubling in way of wash port door removed, faired & refitted.

Wear & Tear Repair.

Ventilators overhauled,
 sounding pipe part renewed
 Dynamo slating examined - riveted as necessary.
 a few minor repairs carried out.

SRL:- Collision damage repairs have been carried out this time as detailed above.

150 fms of 2½" mooring wire have been supplied - certificate of test examined (Tested to 13-²⁰/₄ without breaking)

General examination made of decks, coamings, casings, hatchways, vent. & engine space, same found in efficient condition.

On completion of examination in drydock & damage repair, the representative of Camden Hill Steamship Co. Ltd., asked for a certificate of condition - copy herewith.

It is stated that this vessel has been sold to Japanese buyers.

ASAKICHI, KITAGAWA. OSAKA. & the name is changed to "NOKUJU MARU"

Gruboard has been verified for change of name & issue of provisional gruboard certificate - valid for voyage to Japan from Birkenhead.

Annual Gruboard Survey has been completed - see list. C12(a) & C11(a)

Since the reported sale the vessel has remained in the basin at Messrs Cammell Laird & Co. Ltd. Birkenhead & a few additional minor repairs have been carried out