

Rpt. 8.

(Received at London Office

DEC -1 1937.)

No. 109904.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....19.....

When handed in at Local Office.....

26 NOV 1937

Port of LIVERPOOL

Date, First Survey

16/10/37

Last Survey

25/11/1937

(No. of Visits

5)

No. in
Reg. Book.

Survey held at BIRKENHEAD

CAMPDEN HILL

YEAR. MONTH.

When 1918 8.

TONNAGE:-

GROSS 4276

UNDER DK. 3924

NET 2619

Built at Montreal

By whom Canadian Vickers Ltd.

Owners Campden Hill Steamship Co. Ltd.

(if not already recorded in Appendix to Register Book)

Managers Counties Ship Management Co. Ltd.

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Both

Name of Dock Cammell Laird

Destined Voyage

WB=CellDBorDBa feet; u&B feet; f feet
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, 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.)

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

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.	Years Assigned new retired.	Machinery and Boiler surveys (including date of N.B., if any).
+100A1 9.36		+LMC 9.36
SS Mdb N° 3-4.31		TS (CL) 6.36
SS Mdb N° 1-36		

Society's Freeboard (if assigned) as 5 ft. 11 3/4 ins.

painted on Ship and now verified

Yes to Supl — not required.

Was a damage report made by anyone else? If so, by whom? T.R. Little & Co. v/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 Zonguldak on 28th May 1937 (see Ant Rpt 21206)
Shell plating (side) (numbered from forward)
Forecastle sheer N° 3 & 4 plates failed in place.
1st strake below forecastle sheer N° 3 plate failed 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 Fairied or Repaired	/	/	/	/	/	/	/	
Fairied or Repaired in place	/	/	/	/	/	/	/	

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	no	Air and Sounding Pipes	/	Copper, or Y.M. of Wood Vessels	/
Caulking of Decks	"	State if Tanks now tested	"	Dblng. Plates under Sounding Pipes	Good	(State if on Felt).	Year.
Coamings	"	Bulkheads	last examined good	Engine Room Skylights	"	When put on, Month	
Beams & Fastenings	last examined good	Beams	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	
Outside Plating	Good	Cement or Asphalt	Good	Oil Bunkers	last examined good	Masts, Yards, &c.	Good
" " in way of sidelights	/	(State which.)	Good	Scuppers	last examined good	Condition, how ascertained	from deck
Breasthooks	/	Rudder	"	Cargo Hatchways	Good	(State if wedges removed)	no
Transoms	/	Steering gear and its connections	"	Hatches	/	Sails	/
Frames	last examined good	Windlass	"	Planking of Wood Vessels	/	Equipment letter	3-1
Reverse Frames	"	Have pumps now been examined and found efficient?	no	Caulking	ditto	Anchors, No. of	/
Longitudinals	/	Have Sluice Valves now been examined and found efficient?	/	Treenails	ditto	Chain Locker	/
Transverses	/	Have Watertight Doors now been examined and found efficient?	/	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Floors	/	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	ditto	" length (on board)	/
Keelsons	/			Timbers of Frame at openings	ditto	" Rule length	/
Stringers	/			Ditto Ditto at other places	ditto	Hawser & Warps	/
Inner Bottom Plating	last examined good			Stringers, Clamps & Sheifs	ditto	Standing and Running Rigging	/
				Salting (State if examined.)	ditto		

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 Blm 11.37.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	7	7	26 NOV 1937
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	4-3 19 38

Committee's Minute

Character Assigned

Deposited for B.S.

30 NOV 1937

Surveyor to Lloyd's Register of Shipping.



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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 lug renewed.

Main sheer N^{os} 6 & 7 plates cleaned & faired in place.

Cement chocks cut out & renewed.

Spar casing 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.

After well P side.

2 bulwark plate faired in place.

2 bulwark stanchions removed, faired & refitted & 1 faired in place.

Bulwark rail cropped, faired & refitted.

1 shell lug 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-^{ar}/₄ without breaking)

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

On completion of examination in dry dock & damage repair the representative of Camden Ship 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 "HOKUJO MARU"

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

Annual Freboard Survey has been completed - See left. 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.