

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 16-6-1945 Port of **NEWCASTLE-ON-TYNE**
 No. in Survey held at **Blyth** Date, First Survey **Feb'y 25** Last Survey **May 29th 1945**
 Reg. Book. 71330 on the ~~Wood, Iron or Steel~~ **M.V. "CAMROUX I"** (No. of Visits **10**)

TONNAGE: Built at **Faversham** By whom **J. Pollock & Sons. 46, Rd.** When **1934** MONTH **12**
 GROSS **324** Owners **Newcastle Coal Shipping Co. Ltd.** Owners' Address **London**
 UNDER DK **236** Managers **London** Port belonging to **London**
 NET **151**

Surveyed Afloat or in Dry Dock? **both** Name of Dock **Blyth D. Dock** Destined Voyage **Coasting**
 Cell/Dor/Dba feet; uE&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.

Last Report, No. **102505** Port **QWC**

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 P1 8-42.	+LME 10-41.
S.S. Bly. No 2-41.	+NE. 10-41.
	TS. OG 7-42.

Cargo battens not fitted

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. **Yes.** Society's Freeboard (if assigned) as painted on Ship and now verified **ft. ins.** **CONTINUOUS SURVEY.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Damage - Condition & Machinery Requiring Alterations**
Now Done. On account of **Damage** stated to be due to Vessel's Rudder striking S. Shore of R. Blyth on 23/2/45. whilst shifting to Turret Dock - Blyth in loaded condition
 ② **Damage** stated to be due to Vessel sitting on foul berth date & place unknown.

Now Done Damage & Condition: - Vessel in Drydock - Bottom & Rudder cleaned, examined & afterwards recoated
 rudder fitted - Cables ranged.
 All tanks including aft Peak Tank tested & on completion of repairs retested
 Holds - Fore Peak - Machinery spaces - Chain locker - Decks - Casings - vents - hatchways & closing Appliances - steering gear & connections - Windlass - Examined & all found or placed in good order!
 Repairs. Damage ① Rudder & stock twisted to Starboard 40° & coupling broken - All removed & sent to Forge.

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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good.	Good.	Good.	Good.	Good.	When fitted, Month	Year
Caulking of Decks	-do-	-do-	-do-	-do-	-do-		
Coamings	-do-	-do-	-do-	-do-	-do-		
Beams & Fastenings	As Spec. Good.	Good.	Good.	Good.	Good.		
Outside Plating	Good.	Good.	Good.	Good.	Good.		
" " in way of sidelights.							
Frames	As Spec. Good.	Good.	Good.	Good.	Good.		
Reverse Frames	-do- -do-	Good.	Good.	Good.	Good.		
Longitudinals	✓	Good.	Good.	Good.	Good.		
Transverses	✓	Good.	Good.	Good.	Good.		
Floors	✓	Good.	Good.	Good.	Good.		
Keelsons	✓	Good.	Good.	Good.	Good.		
Stringers	✓	Good.	Good.	Good.	Good.		
Inner Bottom Plating	As Spec. Good.	Good.	Good.	Good.	Good.		
Have the Tanks been examined internally?	Yes	Good.	Good.	Good.	Good.		
Have the Tanks been tested?	As Spec. D.B. Tanks.	Good.	Good.	Good.	Good.		

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 my opinion - eligible to remain as now classed with date of Drydocking 5-45
subject to indicated bottom shell plating (P/S). being dealt with at first convenient opportunity also
subject as per S.R. List.

Survey Fee (per Section 29) £ : : Fees applied for, **not yet**
 Special Damage or Repair Fee (if any) (per Sec. 29) £15 : 15 : 0 Received by me, **19.**
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) **19.**
 Committee's Minute **See Note 103058**
 Character Assigned **See Note 103058**

John G. Martin
 Surveyor to Lloyd's Register of Shipping.

Has a Survey also been held as to the Machinery of the Ship? If so, in the Report sent now, or when will it be sent?
 Sturging report & 2 prints
 ENCLOSURE

Is Certificate required? If so, to be sent to



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where new stock & mainpiece fitted but incorporating old plate & rudder arms (Forging Pt. att)
 Top knuckle & coupling bolts renewed. All refitted & reshipped & a new starboard rudder stopper fitted. Steering Chains - annealed & tested

② The Starboard Bilge keel - bent - fanned in place.
 Port Bilge keel Nos. 1-2 & 4 lengths - twisted - renewed. - No 3. length part twisted - cropped & part renewed. A number of leaky & corroded rivets in bottom plating renewed. And minor caulking repairs effected
 The following indented shell plates were not dealt with: - Starboard side: - Keel 7, - A 2 & 4, B 3, 4 & 5 - C 4, 5 & 6. Port side: - A 4, 5 & 6 - B 3, 4 & 6, - C 3, 5, 6 & 7.
 These plates are considered to be efficient & were recommended to be dealt with at the first convenient opportunity

① Anchors & Cables. Std Anchor retaining ring & bolts - missing - renewed. Port Anchor locking bolts - broken - renewed. A number of slack cable studs - hardened up.
 The Nos 3 & 4 lengths of cable Std side each with end link missing - links renewed. & cables afterwards tested at Proving House & Certs verified

Note. One length of cable the No 2 length Starboard side given in S.R. list to be tested verified against Test Cert (see below)

Machinery Seating Alterations: - Main Engine seating top plates P.S. removed & new wider & thicker top plates fitted with larger E.W. gusset plates extending to edges of new top plates (see attached Plan together with copy of previously approved Plan). The two aftermost floors fitted with riveted seating plate to carry pedestal bearing for new intermediate shaft.

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.....																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.				
					Fathoms.	Ins.	Tons.	Tons.			
68924 (Std No 2)			18	27	7	3	6.		Std link.	Hot Railed	20th Sept - 1914, Cradley Works, W. V. Norman.
Iron Stream Chain or Steel Wire			✓	✓	as for one inch						

S.R.L. As noted above it is submitted that notation "Length of chain cable to test" also "Bilge keel (S.S.)" be deleted.
 The indented stem & stem plating & plates D1-2 & 3. (S.S.) specially examined & found efficient

Rpt. 9
 RE
 Date
 No.
 Reg. B
 1132
 Tonna
 Non
 Horse
 THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.