

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25 Oct. 41 When handed in at Local Office 27/10/41 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Blyth Date, First Survey 18 March Last Survey 15 Oct. 1941
 Reg. Book. 20994 on the Wood, Iron or Steel Se. M/V. CAMROUX I (No. of Visits 22)

TONNAGE:— Built at Taversham By whom Pollock, Sons & Co When 1934 MONTH 12
 GROSS 324 Owners Newcastle Coal Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. 236 Managers London Port belonging to London
 NET 151

Surveyed Afloat or in Dry Dock? Both Name of Dock Blyth Dock S.B. Co Ltd Destined Voyage (blank)
 Cell DBor DBa (blank) feet; uE&B (blank) feet; f (blank) feet
 total capacity (blank) tons. FPT (blank) tons; APT (blank) tons; MT (blank) feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 98937 Port of WC

(Periodical Surveys, when held, must be reported in detail and serially 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. London Letter 18 Oct. 41)

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, to owners

Society's Freeboard (if assigned) as 1 ft. 0 3/4 ins. painted on Ship and now verified (check)

Representatives not required Was a damage report made by anyone else? If so, by whom? Yes, Underwriters Sur.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained through enemy action on 12th March 41 off Blyth. Mine exploded almost under after end of vessel. J.V. Vessel anchored on entering after casualty but on account of flooding - cable was slipped. Bow anchor (S.B.) + 30 fathoms cable lost & could not be recovered.

How done Damage -

Vessel placed in dry dock. Bottom & Rudder, cleaned, examined, placed in good order and afterwards coated. Rudder lifted. Cables ranged. All tanks including Fuel Peak Tank, Aft Peak Tank & both oil tanks listed, afterwards cleaned, examined internally and again, on completion of repairs, listed. Sides, peaks, machinery spaces & chain locker, cleaned, examined. Steelwork in lower part of hold & machinery spaces (flooded) cleaned & recoated. (See over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	<u>14</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>main motor</u>
Removed and Faired or Repaired	<u>14</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>seatings altered - see body of report</u>
Faired or Repaired in place	<u>9</u>	<u>15</u>	<u>-</u>	<u>1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

PRESENT CONDITION OF THE	Engine Room Skylights	Copper, or Y.M. (State if on foot.)
Decks <u>good</u>	<u>good</u>	When fitted, Month <u>1934</u> Year <u>12</u>
Caulking of Decks <u>good</u>	<u>good</u>	Boats <u>good</u>
Coamings <u>good</u>	<u>good</u>	Masts, Yards, Etc. <u>good</u>
Beams & Fastenings <u>good</u>	<u>good</u>	Condition, how ascertained <u>from deck</u>
Outside Plating <u>Subst. good</u>	<u>good</u>	(State if wedges removed) <u>2</u>
" " in way of sidelights <u>good</u>	<u>good</u>	Equipment letter <u>(blank)</u>
Frames <u>good</u>	<u>good</u>	Anchors, No. of <u>20.15</u>
Reverse Frames <u>good</u>	<u>good</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>good</u>	<u>good</u>	" length <u>165</u> mean diamr. <u>1 1/16</u>
Transverses <u>good</u>	<u>good</u>	" (on board) <u>165</u> size <u>1 1/16</u>
Floors <u>good</u>	<u>good</u>	" Rule length <u>good</u>
Keelsons <u>good</u>	<u>good</u>	Chain Locker <u>good</u>
Stringers <u>good</u>	<u>good</u>	Hawsers & Warps <u>good</u>
Inner Bottom Plating <u>good</u>	<u>good</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been examined internally? <u>yes</u>	<u>good</u>	Sails <u>good</u>
Have the Tanks been tested? <u>yes</u>	<u>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 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 10-41 and notation S.S. Bly No 2-41. subject to indented shell plating (bottom & forward of mucky space) being dealt with at first convenient opportunity

License to 2591 + 2661 S.S. No 2 9 0 0

Survey Fee (per Section 20) 27 6 0
 Special Damage or Repair Fee (if any) (per Sec. 20) 27 6 0
 Travelling Expenses (if chargeable) (blank)
 Second Surveyor's Fee (if any) (blank)

Fees applied for, 27 OCT 1941

Received by me, John T. Endley

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100 A1 Subject
Write to the Hon. Sec. of the Admiralty
note new supplies
S.S. No 2
+ d.m.c. 10-41
+ N.E. 10-41



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016792-02795-0054

M/V. Camroux. I 2.

Bent hatch coamings P+S, faired in place (2 plates) / Bent not angle straightened.
 Bent hatch stays, removed, faired and fitted. Wood hatch covers ranged and 6 broken covers renewed. 2 Badly torn tarpaulins renewed and 20 battens straightened. Several bent hatch cleats faired.

Liferaft overhauled. Staked poop ladders secured.

Poop Deck - Broken P+S sidelight screens repaired. P+S lifeboats overhauled to satisfaction of M of W T Surveyor. Broken lifeboat chocks P+S repaired. One bent 4R skylight stay straightened. Bent handrails round stern straightened. Staked Deck flange of 4R fresh water filling pipes refitted. Broken meat safe repaired secured. Broken stern lamp bracket repaired.

Wheelhouse - Staked broken concrete slab protection repaired. Partly collapsed wheelhouse re-erected using part new material. Doors repaired broken windows renewed. Internal woodwork including fittings & furniture overhauled. Broken air whistle renewed.

Accommodation - Broken stateroom wood linings, furniture & fittings in all rooms aft overhauled repaired. Staked doors repaired. 4 badly broken wash basins renewed & 2 broken WC pans renewed. Several broken deadlight chains renewed. Broken port glasses renewed & several leaky ports scrubbed.

Galley range displaced - now replaced - several fractured parts renewed. Broken tiles renewed. Fresh water system leaking. Tested out. Broken flange renewed several leaky joints remade. Central heating system tested out. Furniture in accommodation repaired & polished where disturbed.

Holds etc. - Lumber boards hold ceiling where disturbed refitted. Broken pipe coamings repaired with part new. New plate pipe covers fitted over pipes at after end of hold after alteration of suction pipes on account of size of new main motor.

Hand steering gear including chains, rods blocks & guides opened out, examined. Chains annealed, examined & replaced & adjusted.

De-gaussing wires & fittings overhauled & tested out.

The owner's desire that the foregoing examination may be counted towards the examination for Special Survey No 2. In addition the P+S oil tanks were cleaned, examined internally & tested (included in Machinery Report) and all the requirements for Freeboard Survey satisfactorily carried out.

(See London letter dated 18th Oct. 41)

A few minor wear & tear repairs were also carried out together with the requirements of M of W T Circular No M. 181 and requirements of Statutory Rules & Orders 1940. No. 2170 & Admiralty Notices M.S. 2355/40, M.S. 3199/40.



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