

DISCLOSED SECTION.

N/N "LINDEAN"

Bpt. 8.

(Received at London Office

13 OCT 1947

No. 115646

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-10-47 1947. When handed in at Local Office 13 OCT 1947 1947 Port of Yarmouth

No. in Reg. Book 15661 Survey held at Yarmouth Date, First Survey 20-6-46 Last Survey 5-10-47
on the Wood, Iron or Steel S.S. "YELLOWHAMMER" (No. of Visits 22)

TONNAGE: Built at St. Yarmouth By whom Cable & Co. Ltd. YEAR 1938 MONTH 1
GROSS 217 Owners Great Yarmouth Shipping Co. Ltd. Owners' Address
UNDER DK. 158 Managers
NET 84 Port belonging to Yarmouth

Surveyed Afloat or in Dry Dock? Yes Name of Dock Fellows Destined Voyage ✓

Cell D/Bor D/Ba feet: uE & B feet: f feet: f feet: f
total capacity tons. FPT tons; APT tons; MT 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. 20970 Port Yarm

(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).
<u>+100 A.1. 12-42</u>	<u>+ L.M.C. 9-42</u>
<u>S.S. YAR. N°2 2-36</u>	<u>M.S. 4-41</u>
<u>Examined 12-42</u>	<u>T.S. (O.2) 11-42</u>

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. 6. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey

how done. Visual placed in dry dock, bottom & rudder cleaned, examined & coated. All ceiling, linoleum & lining removed & steel work exposed. Coal Bunkers cleared & ceiling removed. Examined for & after peak tanks, decks, masts, spars, rigging, hatch covers & supports in position at hatchways, tarpaulins, chocks, battens & fastening arrangements, ventilator coamings & covers, quadrant, tiller, steering gear, engine & its connections & control gear, all rods & chains, pin & shrouns, auxiliary steering gear, windlass, pumps, air & sounding pipes. Steel work in holds, machinery & boiler spaces examined. Freeboard verified. Chain cables tampered, anchors & chains examined. Chain locker examined. Inlets of coal bunkers specially examined.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired	✓							
Faired or Repaired in place ...								

PRESENT CONDITION OF THE	
Decks <u>good</u>	Bulkheads <u>good</u>
Caulking of Decks <u>good</u>	Ceiling <u>good</u>
Coamings <u>good</u>	Cement or Asphalt <u>good</u>
Beams & Fastenings <u>good</u>	Rudder <u>good</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>
" " in way of sidelights <u>✓</u>	Windlass <u>good</u>
Frames <u>good</u>	Have pumps been examined and found efficient? <u>Yes</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Floors <u>good</u>	Air and Sounding Pipes <u>good</u>
Keelsons <u>good</u>	Doubling Plates under Sounding Pipes <u>Yes</u>
Stringers <u>good</u>	Engine Room Skylights <u>good</u>
Inner Bottom Plating <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>
Have the Tanks been examined internally? <u>Reps. Yes</u>	Oil Bunkers <u>✓</u>
Have the Tanks been tested? <u>Reps. Yes</u>	Scuppers <u>good</u>
	Cargo Hatchways <u>good</u>
	Hatches <u>good</u>
	Planking <u>✓</u>
	Caulking <u>✓</u>
	Treenails <u>✓</u>
	Breasthooks & Stemson <u>✓</u>
	Transoms, Pointers & Crutches <u>✓</u>
	Timbers of Frame at openings <u>✓</u>
	" " at other places <u>✓</u>
	Stringers, Clamps & Shelves <u>✓</u>
	Salting <u>✓</u>
	Copper, or Y.M. (State if on Felt.) <u>✓</u>
	When fitted, Month <u>✓</u> Year <u>✓</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>good</u>
	Condition, how ascertained <u>good. all on deck</u>
	(State if wedges removed.) <u>now</u>
	Equipment letter <u>C</u>
	Anchors, No. of <u>2 B. 1. S.</u>
	Cables (State if now ranged) <u>Yes</u>
	" length <u>135'</u> mean diam. <u>1 3/8"</u>
	(on board.)
	" Rule length <u>135'</u> size <u>1 3/8"</u>
	Chain Locker <u>good</u>
	Hawsers & Warps <u>sufficient</u>
	Standing and Running Rigging <u>renewed</u>
	Sails <u>✓</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 eligible in my opinion to remain as classed and to have fresh record of Survey 6-47 and notation S.S. N°3. 9. 47. and subject to a lower anchor to Rule requirements being supplied.

Survey Fee (per Section 29) <u>13</u>	Fees applied for <u>13 OCT 1947</u>
Special Damage or Repair Fee (if any) (per Sec. 29) <u>5</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>14</u>	
Second Surveyor's Fee (if any) <u>6</u>	

TUES. 11 NOV 1947

Committee's Minute
Character Assigned 6.47 var subject S.S. var - 10.47 + LMC 9.47
Certificate Written



As Certificate required? If so, to be sent to 01453-04261-0153

Logs & after peak tanks listed by head of water to Rub Requirements.

Repairs. Upper Deck: - 2 deck stringer plates removed p. & S. After deck plate removed & doublers fitted at corners of after hatch ends. Fore end of hatch, center ^{deck} plate removed. Deck stringer angles cropped & part removed p. & S. Bulwark plates & rail part removed, p. & S. 30 hatch covers removed also tarpaulins & lashings. Mast, derrick & all rigging removed. Post-horn pipe - new steel horn pipe fitted & shell double removed.

R. Q. D. 3 - deck stringer plates removed p. & S.

Bunkers 5 shell frames cropped & part removed with deck beam & beam knees p. & S.

Saddle back with side plates removed. Bunker casing sides cropped & part removed.

Bunker casing top plates part-doubled. Bunker hatch covers & tarpaulins removed.

Steering chains renewed. Heaveless cable lifter removed.

Fore-castle shell, 2 plates removed S. S. & one plate removed p. & S.

Bridge shell, 1 plate removed p. & S.

R. Q. D. Shell. 1 plate p. & S. removed & stem plate cropped & part removed.

Beckets from R. Q. D. to bulwarks at fore end of bridge removed.

Shur Strake. 7th 3-4-5 plates of & raised. p. & S.

135 fathom of new chain cable supplied & marks verified with Certificate.

S. R. L. Stem plate in 2nd below shur p. & S. is a new plate.

Strake D. 7th 6 plate S. S. is in good condition & apparently both these plates had been dealt with by Admiralty - during time of Charlie.

W. J. S.

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.			
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
73117.	75 1/3	1 3/16	11 7/8	17 8/10	27-3-9	46-9-0	135	1 3/16	Stud link.	Compo Bros. Ltd.	Creedley Heath. 19-12-46. W. Hornum
73116.	60 1/3	1 3/16	11 7/8	17 8/10	22-1-0	49-0-9			do.	do.	do.
	Iron Stream Chain or Steel Wire										

To complete the Survey a Bower anchor is required to be supplied. The anchor is on order & delivery is expected in the near future. At present a ~~span~~ bower anchor has been placed on board from the Greenus Stone as a temporary measure.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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