

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4.11.42.

When handed in at Local Office 4.11.42.

Port of GREENOCK.

No. in Survey held at GREENOCK.

Date, First Survey 27th OCT.Last Survey 28th OCT.

1942.

70643 on the ~~Wood~~ ~~Iron~~ Steel Sc: "BRETWALDA"

(No. of Visits 2)

TONNAGE :—
GROSS 4906.
UNDER DK. 4355.
NET 2766.

Built at SUNDERLAND.

By whom J.L. THOMPSON & SONS, LTD.

YEAR. MONTH.
When 1939 - 3.

Owners HALL BROS. S.S. CO. LTD.

Owners' Address.

(If not already recorded in Appendix to Register Book).

Managers HALL BROS.

Port belonging to NEWCASTLE.

Surveyed Afloat or in Dry Dock? Afloat.

Name of Dock.

Destined Voyage.

Cell/Dor/DBo

feet; uE & B

feet; f

feet

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. 100805 Port NW

(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.

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. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE TO STARB^d ANCHOR CHAIN PIPE.

Damage is reported to have been sustained to the starb^d anchor chain pipe to chain locker, extending between the fore-castle deck & shelter deck, due to fouling by a kink in the chain when lowering anchor in the Tyne on 18th October, 1942.

NOW DONE:- Attended vessel afloat in James Watt Dock, Greenock, at request of Owners Representative.

On examination, the end link & joining shackle of the last length of chain cable (next to anchor) found firmly wedged in chain pipe near the underside of the fore-castle deck, & the steel chain pipe distorted & fractured for length of 5'6" feet. Distorted portion of steel chain pipe cut away & chain cable cleared. Chain cable links & shackle examined & found undamaged. The steel plate chain pipe roughly faired & permanently repaired by welding in patch pieces as necessary. On completion of repairs the windlass was tried under working.

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								

Conditions, the anchor lowered & heaved up several times & found satisfactory.

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

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 as far as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	4.	4.	5 th Nov. 1942.
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute

GLASGOW

10 NOV 1942

Character Assigned

As now

Subject

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W11-0068