

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... When handed in at Local Office 27 MAY 1940 Port of HULL
No. in Survey held at Hull Date, First Survey 14.5.40 Last Survey 15.5.1940
Reg. Book. 32880 on the Wood, Iron or Steel St. Glen (No. of Visits 2)

TONNAGE:- Built at Newcastle By whom Armstrongs White & Carter When 1907 - 4
GROSS 4647 Owners South American Steam Line Ltd Owners' Address St. Peter's
UNDER DK. 4411 Managers B.S. Shipping Co Ltd Port belonging to Leopold Mor.
NET 2912

Surveyed Afloat or in Dry Dock? Both Name of Dock King George Destined Voyage St. Peter's
Cell D/Bor D/Ba feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler Surveys (including date of N.B., in any).
* 100 A1	* LMC 3,39.
Shell dk	TS (C) 3,39.
with foreboard	
4,39.	
SS Bkn 2 nd N ^o 3-10,33.	
SS Ant N ^o 1-39.	

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

Last Report, No. 50415 Port Hull

(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.)

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, not req.
Society's Freeboard (if assigned) as painted on Ship and now verified } 53 ft. 8 1/2 ins.

Was a damage report made by anyone else? If so, by whom? Mr W. Hunter U/W

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & SR List - see Hull report no. 50415.
Damage stated to have been caused by grounding in River Humber on 1.12.39.
Vessel placed in drydock. Bottom and rudder cleaned, flamed & coated.
A few shell rivets electric welded some started caulking hardened up.
Examined decks, holds, casings, ventilators, hatchways generally.
Annual foreboard survey held and reported on C11(a)
SR List - Items embodied in above.

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								<u>A few shell rivets electric welded</u>
Faired or Repaired in place								<u>and some plates caulking hardened</u>

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>Partly 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>Partly good</u>	Rudder <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>Good</u>
" " in way of sidelights <u>Good</u>	Windlass <u>Good</u>
Frames <u>Partly good</u>	Have pumps been examined and found efficient? <u>Yes</u>
Reverse Frames <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>Yes</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Partly good</u>
Keelsons <u>Good</u>	Doubling Plates under Sounding Pipes <u>Good</u>
Stringers <u>Partly good</u>	Engine Room Skylights <u>Good</u>
Inner Bottom Plating <u>Good</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>
Have the Tanks been examined internally? <u>no</u>	Oil Bunkers <u>Good</u>
Have the Tanks been tested? <u>no</u>	Scuppers <u>Good</u>
	Cargo Hatchways <u>Good</u>
	Hatches <u>Good</u>
	Planking <u>Good</u>
	Caulking <u>Good</u>
	Treenails <u>Good</u>
	Breasthooks & Stems <u>Good</u>
	Transoms, Pointers & Crutches <u>Good</u>
	Timbers of Frame at openings <u>Good</u>
	" " at other places <u>Good</u>
	Stringers, Clamps & Shelves <u>Good</u>
	Salting <u>Good</u>
	(State if examined.)
	Copper, or Y.M. <u>Good</u>
	(State if on Felt.)
	When fitted, Month <u>Good</u> Year <u>Good</u>
	Boats <u>Good</u>
	Masts, Yards, &c. <u>Good</u>
	Condition, how ascertained <u>From deck</u>
	(State if wedges removed)
	Equipment letter <u>Z</u>
	Anchors, No. of <u>35 15</u>
	Cables (State if now ranged) <u>no</u>
	" length <u>Good</u> mean diam. <u>Good</u>
	(on board) <u>Good</u> size <u>Good</u>
	" Rule length <u>Good</u>
	Chain Locker <u>Good</u>
	Hawsers & Warps <u>Good</u>
	Standing and Running Rigging <u>Good</u>
	Sails <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, so far as seen, is in good condition and in my opinion eligible to remain as classed with fresh record of survey Hull 5,40 without condition.

Survey Fee (per Section 29) £	Fees applied for, £
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>3 : 3 : 0</u>	Received by me, <u>27 MAY 1940</u>
Travelling Expenses (if chargeable) £	19
Second Surveyor's Fee (if any) £	

W.S. Shields
Surveyor to Lloyd's Register of Shipping.

Committee's Minute 2
Character Assigned 100 A1
Shell dk. with
BS 5,40



If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to