

PORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th May 41 When handed in at Local Office 12th May 41 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book 73817 Survey held at Lothian Shields Date, First Survey 19th April Last Survey 10th May 1941
on the Wood, Iron or Steel 'ELMOENE' (No. of Visits 4)

TONNAGE—
 GROSS 4853 Built at W. Harkless By whom W. Gray & Co. Ltd. When 1939 MONTH 12
 UNDER DEK. 4205 Owners Remond Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 NET 2875 Managers Remond Management Co. Ltd. Port belonging to London
 Surveyed Afloat or in Dry Dock? Atch. Name of Dock Middle D.R. Co. Ltd. Destined Voyage London
 Cell/D/Bor/D/Ba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 51040 Port Hull

(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 10 ft. 7 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING

how done. Vessel placed in drydock, bottom & under cleaned examined & recoated. Repairs. Wear & Tear.

about 50 shell rivets renewed in way of HS 1 D.B. tanks port side. A few minor repairs effected.

The tonnage opening in the shelter deck has been permanently closed at this time.

The new freeboard assignment conditions have been carried out, & the new markings have been cut in & verified (Report forwarded.)

A steel hatchway has been built at the centreline of tonnage opening in shelter deck, & the remaining part of tonnage opening has been plated over at P. H. sides.

The W.T. bulkheads have not been extended to the shelter deck.

see sheet 2.

SUMMARY OF DAMAGE REPAIRS:—

Renewed
 Removed and Paired or Repaired
 Paired or Repaired in place

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE

Decks partly sound, good
 Caulking of Decks do
 Coamings do
 Beams & Fastenings partly sound, do
 Outside Plating do
 " " in way of sidelights do
 Frames partly sound, good
 Reverse Frames do
 Longitudinals do
 Transverses do
 Floors do
 Keelsons do
 Stringers do
 Inner Bottom Plating partly sound, good
 Have the Tanks been examined internally? no
 Have the Tanks been tested? no

Bulkheads partly sound, good
 Ceiling do
 Cement or Asphalt do
 Rudder good
 Steering gear and its connections do
 Windlass do
 Have pumps been examined and found efficient? do
 Have Sluice Valves been examined and found efficient? do
 Have Watertight Doors been examined and found efficient? do
 Have Ventilators and their Coamings been examined and found efficient? yes
 Air and Sounding Pipes do
 Doubling Plates under Sounding Pipes do

Engine Room Skylights good
 Coal Bunkers, Openings, Covers, &c. do
 Oil Bunkers do
 Scuppers good
 Cargo Hatchways do
 Hatches do
 Planking do
 Caulking do
 Treennails do
 Breasthooks & Stems do
 Transoms, Pointers & Crutches do
 Timbers of Frame at openings do
 " " at other places do
 Stringers, Clamps & Shelves do
 Salting (staid if examined)

Copper, or Y.M. (State if on felt.)
 When fitted, Month do Year do
 Boats good
 Masts, Yards, &c. do
 Condition, how ascertained from dk. (no)
 (State if wedges removed) do
 Equipment letter do
 Anchors, No. of 30. 15.
 Cables (State if now ranged) do
 " length do mean diam. do
 " Rule length do size do
 Chain Locker do
 Hawse & Warps good
 Standing and Running Rigging do
 Sails do

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, with fresh record of survey 5.41. subjecting to effecting permanent repairs to centre line bulkhead in HS 4 Hold, & lower holds being coated at owner's convenience.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

LICENCE CASE—Form R.L.1 attached

Second Surveyor's Fee (if any) £

Estimated fee £22.0

Committee's Minute

Character Assigned

Fees applied for, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

Received by me, £

G. Campbell

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

W1144 - 0016 1/2

"ELMDENE."

The weather decks, casings, hatchways, ventilators, steering gear, windlass, holds, tween decks & boiler rooms examined generally.

Per special reasons list.

No repairs have been effected at this time to centerline bulkhead in No 4 Hold, now examined & found to remain efficient.

The lower holds have not been recoated at this time, & are efficient meantime.

Ch.



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