

REPORT OF SURVEY FOR REPAIRS, &c.

No. 99430

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 Lough Shields Date, First Survey 19th April Last Survey 10th May 1941
 on the Wood, Iron or Steel 'ELMDENE' (No. of Visits 4)

TONNAGE—
 GROSS 4853 Built at W. Harkless By whom W. Gray & Co. Ld. When 1939 MONTH 12
 UNDER DECK 4205 Owners Glendens Shipping Co. Ld. Owners' Address London
 NET 2875 Managers Gene Management Co. Ld. Port belonging to London
 Surveyed Afloat or in Dry Dock? Both Name of Dock Middle D.P. Co. Ld. Lymington Dock Destined Voyage ✓

Cell/D/Bor/D/BA _____ feet; u/E&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ 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 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)
*100 A1 with freeboard 1.41.	*LMC 12.39. GL
filled for oil fuel 12.39. FP above 150°F.	
Society's Freeboard (if assigned) as painted on Ship and now verified <u>10</u> ft. <u>7</u> ins.	

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
 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 + recoiled.
Repairs. Wear + Tear.
about 50 shell rivets renewed in way of US 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 centerline 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:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks <u>parts examined, good</u>	Bulkheads <u>parts examined, good</u>	When fitted, Month _____	Year _____
Caulking of Decks <u>do</u>	Ceiling <u>do</u>	Boats <u>good</u>	
Coamings <u>do</u>	Cement or Asphalt _____	Masts, Yards, &c. <u>do</u>	
Beams & Fastenings <u>parts examined, do</u>	Rudder <u>good</u>	Condition, how ascertained <u>from dk. (no.)</u>	
Outside Plating <u>do</u>	Steering gear and its connections <u>do</u>	(State if wedges removed) <u>at</u>	
Frames <u>parts examined, good</u>	Windlass <u>do</u>	Equipment letter <u>38. 15.</u>	
Reverse Frames <u>do</u>	Have pumps been examined and found efficient? <u>✓</u>	Anchors, No. of <u>20.</u>	
Longitudinals <u>do</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Cables (State if now ranged) <u>do.</u>	
Transverses <u>do</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	length _____ mean diam. _____	
Floors <u>do</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	(on board) _____ size _____	
Keelsons <u>do</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Chain Locker _____	
Stringers <u>do</u>	Air and Sounding Pipes <u>do</u>	Hawsers & Warps <u>good</u>	
Inner Bottom Plating <u>parts examined, good</u>	Doubling Plates under Sounding Pipes <u>do</u>	Standing and Running Rigging <u>do.</u>	
Have the Tanks been examined internally? <u>no.</u>		Sails <u>do.</u>	
Have the Tanks been tested? <u>no.</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, with fresh record of survey 5.41, subjecting to effecting permanent repairs to center line bulkhead in US 4 Hold, + lower holds being coated at owners' convenience.

Survey Fee (per Section 29) £ _____ Fees applied for, _____
 Special Damage or Repair Fee (if any) (per Sec. 29) £ _____ Received by me, _____
 Travelling Expenses (if chargeable) £ _____
 LICENCE CASE - Form RL.1 attached
 Second Surveyor's Fee (if any) £ _____ Estimated fee £22.00
 Committee's Minute WED. 4 JUN 1941
 Character Assigned 100% Satisfactory
With fresh
Fatt. for oil fuel

G. Campbell
 Surveyor to Lloyd's Register of Shipping.

 Lloyd's Register Foundation
 W1144 - 0016 1/2

If so, is the Report sent now, or when will it be sent?
 10011.38 - Transfer Ink. (MAD)
 The Surveyor's signature must be written in ink in the presence of the Committee's Minutes.

"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.

Clb;



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