

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th Sept 1940 When handed in at Local Office 10-9-1940 Port of Swansea
No. in Reg. Book. 79498 Survey held at Swansea Date, First Survey 22nd Aug Last Survey 24th Aug 1940
(No. of Visits TWO)

TONNAGE:— Built at Port Glasgow By whom W. Hamilton & Co YEAR. MONTH. 1935 3
GROSS 4297 Owners Middleton J.S. & Co Owners' Address London
UNDER DECK 4033 Managers Lawler Bros (if not already recorded in Appendix to Register Book).
NET 2665 Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Kings Wh Destined Voyage London
WB=Cell DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons.)
precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 53364 Port Ch

(Periodical Surveys, when held, must be reported in detail and ariatim in the terms of the Rules. 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 Not required

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? Ministry of Shipping

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs after damage stated to have been
sustained during loading and discharge of scrap iron cargo now
discharged at Swansea
Found 12 tweendeck stanchions displaced and connections started or broken
3 tweendeck stanchions carried away entirely.
N°5 hold ladder bent. A number of bolts in tunnel side broken
N°6 DB tank port manhole door joint leaking
Hatchport bars slightly buckled in all hatchways. Shifting board angles
buckled, bilge & spar culing generally damaged
& a number of cement chocks broken
Starboard derrick crutch for N°5 derrick buckled. P.T.O.

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>no</u>	<u>✓</u>	<u>✓</u>
Caulking of Decks <u>"</u>	<u>no</u>	Dblg. Plates under Sounding Pipes <u>✓</u>	(State if on Felt). When put on, Month <u>Year</u>
Coarings <u>"</u>	<u>when in good</u>	Engine Room Skylights <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	<u>efficient</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>✓</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>Pro deck</u>
" in way of sidelights <u>✓</u>	(State which.) <u>✓</u>	Scuppers <u>✓</u>	(State if wedges removed)
Breasthooks <u>✓</u>	Rudder <u>✓</u>	Cargo Hatchways <u>Good</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Steering gear and its connections <u>Good</u>	Hatches <u>"</u>	Equipment letter <u>✓</u>
Frames <u>when in good</u>	Windlass <u>"</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>3 B. 18</u>
Reverse Frames <u>✓</u>	Have pumps now been examined and found effi- cient? <u>✓</u>	Caulking ditto <u>✓</u>	Chain Locker <u>✓</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	" length <u>Stated Comp to</u> (on board emergency regulations) " Rule length <u>size</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers, & Crutches ditto <u>✓</u>	Hawser & Warps <u>Good</u>
Keelsons <u>✓</u>		Timbers of Frame at openings ditto <u>✓</u>	Standing and Running Rigging <u>Good</u>
Stringers <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shells ditto <u>✓</u>	
		Salting ditto <u>✓</u>	
		(State if examined.)	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to remain as
classed without fresh record of survey subject to
incidenta plating and cable replacement as per special reasons.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any).....	5	5	0	10-9-1940.
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

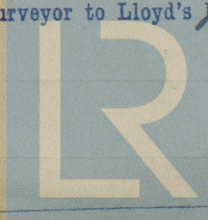
Committee's Minute

Character Assigned

TUE 1 OCT 1940

As now subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1146-0031

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

Nothing done at this time regarding charring, shifting board angles or slight buckling of hatch deck bars, and these items of damage need not in my opinion be noted.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
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