

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7/1/42 When handed in at Local Office 8/1/42 Port of London
 No. in Survey held at London Date, First Survey 22/12/41 Last Survey 31/12/41 19
 Reg. Book. (No. of Visits) 4

30946 on the Wood, Iron or Steel S.S. "REFAST"

TONNAGE:-
 GROSS 5189 Built at Camden N.J. By whom New York S.B. Corp. When 1914 MONTH 8
 UNDER DEK 4591 Owners Refast S.S. Co. Ltd. Owners' Address
 NET 3221 Managers Harris & Dixon Ltd. Port belonging to London
 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? afloat Name of Dock R. Victoria Destined Voyage
 Cell DBor DBa 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)

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. 8168 Port Phl

(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

not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through heavy weather on various dates between 24/11/41 and 7/12/41 on passage New York/London in convoy.

Now done: Valve spindle in No. 3 Summer tank (p) straightened.

Fore and aft gangway set over slightly to port, all riveting of gangway supports overhauled; straps fitted inside and outside of gangway f.a. angle in way of expansion joint to reinforce bolt holes, 1 beam and brackets riveted, 2 pipe carriers renewed, wood platform part renewed aft end and 7 clips for securing wood platform renewed.

Ventilator cowls to pump room aft (p+s) made workable.

Leakage on poop bulkhead in way of C. Engineers room(s) made good.

Various ladders and handrails and stanchions repaired as required.

OVER

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								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Planking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stowings	Cement or Asphalt	Oil Bunkers	Boats
Rings & 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
Transverse Frames	Have Slide Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Inverses	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, so far as now seen, is eligible in my opinion to remain as classed without fresh record of survey, subject to plate E6 (p.s.) (E.W. and doubling 3,40) being specially examined next docking. Permanent repairs to stem & C.L. bulkhead of No. 1 cargo tank and keel plating in way and to main sheer Nos 5,6+7 from aft (ss) and shell plates G6+H6 (p.s.) from fwd. at owners convenience.

Survey Fee (per Section 20) £ : : Fees applied for, convenience.
 Special Damage or Repair Fee (if any) £ 5 5 0 8-JAN-1942
 Travelling Expenses (if chargeable) £ : : Received by me,
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute TUE. 27 JAN 1942
 Character Assigned As now
subject

Arthur N. Smith
 Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W116-0149

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.

A number of butterfly screws for oil tight hatch covers renewed.
A number of leaking rivets caulked or forced as required in after bulkhead of oil fuel bunker, tank examined under pressure on completion of repairs and found satisfactory.
A number of leaking rivets in f. + a. bulkhead between cargo tanks and starboard dry summer tank caulked and seam caulking overhauled as required.
Ladder in forward pump room resecured (4 grips renewed).
On windlass connecting link to brake band renewed.
85 P 45 fms cable to supply.
S.R.L. nothing done at this time.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge.....															

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

CHAIN CABLES.

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.			
Iron Steam Chain or Steel Wire....											