

Date of writing Report 21<sup>st</sup>. June 1940. When handed in at Local Office 21<sup>st</sup>. June 1940. Port of GREENOCK.

21588. on the ~~Wood, Iron or Steel~~ MOTORSHIP "CAIRNDALE".

NET	1000	Afloat &	JAS. WATT DOCK &		
Surveyed	Afloat or in Dry Dock?	DRY DOCK	NAME OF DOCK	GARVEL DRY DOCK	Destined Voyage
					NST KNOWN

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. 61506 Port Cgo*

*Periodical Surveys, when held, must be reported in detail and serialim 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 *offered but*

Society's Freeboard (if assigned) as painted on Ship and now verified 6 8½  
(ann. Fld. Jury)

Was a damage report made by anyone else? If so, by whom? *not known*

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) DAMAGE stated to have been sustained by collision with  
Baker Boat at Freetown on 8th December, 1939.

For further information, see particulars on board vessel

DOCKING.

2) DAMAGE - On examination found No. 3 Plate from aft in Sheerstroke stard. side indented and bulkhead frame and plate of fwd. F.W. Tank buckled. A Cement box had been fitted in way. These temporary repairs were stated to have been effected at Freetown.

The Admiralty Representative desired that permanent repairs be deferred, and in view of the efficiency of the temporary repairs, this proposal was considered satisfactory.

2) DOCKING:- Vessel placed in Drydock, bottom and rudder, cleaned, examined and recoated

Summary of Damage Repairs:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..			✓			✓		See Report.
Removed and Faired or Repaired ... ..								
Faired or Repaired in place ... ..								

PRESENT CONDITION OF THE		PRESENT CONDITION OF THE	
KE	Good.	Bulkheads (In Tanks and)	Good.
King of Decks	Good.	Ceiling	✓
Rings	Good.	Cement or Asphalt	✓
ns & Fastenings	hot and.	Rudder	Good.
Side Plating	Good.	Steering gear and its connections	in place. Good.
" in way of sidelights	hot and.	Windlass	Good.
ns (In Wing Tanks and)	Good.	Have pumps been examined and found efficient?	hot and.
erse Frames	hot and.	Have Sluice Valves been examined and found efficient?	✓
itudinals (In Tanks and)	Good.	Have Watertight Doors been examined and found efficient?	hot and.
verses (Do-)	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.
ns (In Wing Tanks and)	Good.	Air and Sounding Pipes	on deck. Good.
elsons	hot and.	Doubling Plates under Sounding Pipes	hot and.
ingers (In Tanks and)	Good.	Engine Room Skylights	Good.
ner Bottom Plating	hot and.	Coal Bunkers, Openings, Covers, &c.	motorship.
ve the Tanks been examined internally?	See Report.	Oil Bunkers	hot and.
ve the Tanks been tested?	do.	Souppers	Good.
		Cargo Hatchways	Good.
		Hatches	Good.
		Planking	
		Caulking	
		Treenails	
		Breasthooks & Stems	
		Transoms, Pointers & Crutches	
		Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Siding	(State if examined.)
		Copper, or Y.M.	(State if on Felt.)
		When fitted, Month	Year
		Boats	Good.
		Masts, Yards, &c.	Good.
		Condition, how ascertained	From deck.
		(State if wedges removed)	✓
		Equipment letter	CT
		Anchors, No. of	3 B & 15.
		Cables (State if now ranged)	Yes.
		" length	300 fms. mean diamr. 2 1/4
		(on board)	
		" Rule length	300 fms. size 2 1/4
		Chain Locker	hot and.
		Hawseers & Warps	Sufficient.
		Standing and Running Rigging	Efficient.
		Sails	✓

*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 in efficient condition and eligible in our opinion to remain as classed and to have record of survey 6,40, subject to fitted shell plates in "E", "F" & "G" strokes (P&S) being specially examined at next drydocking and to indented sheerstrake plate No. 3 starboard side aft being dealt with at Owners' convenience.

Entry Fee (per Section 20) .....	£	✓	:	✓	:	✓	Fees applied for,
							19
Local Damage or Repair Fee (if any).....	£	✓		✓	:	✓	Received by me,
(per Sec. 20)							19
Travelling Expenses (if chargeable) .....	£				:		
Land Surveyor's Fee (if any) .....	£						

Committee's Minute

GLASGOW 25 JUN 1940

Character Assigned 100 A1 6.40 } Subject  
Case Put in Buck

R. M. Scott & H. G. Akester

Surveyorsto Lloyd's Register of Shipping

Register of Shipping.



found satisfactory.

WEAR AND TEAR REPAIRS - NOW DONE - Some rivets in way of Boss built up with electric welding and others set up as required. Shell landings and seams under Boss reworked where necessary.

Other general minor repairs effected.

Pitting was found generally on "E" (belgs), "F" and "G" strakes, Port and Starboard, in way of main cargo Tanks and some rivet points similarly affected. Rivet points were built up with electric welding as found necessary and the fitted shell plates cleaned and coated with a mixture of white lead and gold  
size.

It was arranged with the Admiralty Representative that the shell plating where pitted should be specially examined at next drydocking.

R. M. S.

ANCHORS.

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.																
	Stream .....																
	Kedge.....																

Patent state name of Patentee.

10

Whether it is a 1st, 2nd, or 3rd bower.

Spokles, state Mechanical Tests

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

CHAIN CABLES.

[illegible]

8- If this Report is copied

1/ Stockists, state Mechanical Tests