

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th JUNE 1942

When handed in at Local Office 13.6.42

Port of GLASGOW

No. in
Reg. Book.

Survey held at GLASGOW.

Date, First Survey 8th MAYLast Survey 6th JUNE 1942.

on the Wood, Iron or Steel M.V. "ALDERSDALE"

TONNAGE:-

GROSS 8402

UNDER DECK 7489

NET 5009

Built at BIRKENHEAD.

Owners THE ADMIRALTY.

Managers

By whom CAMMELL LAIRD & CO. LD. When 1937

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? BOTH.

Name of Dock ELDERSLIE DRY DOCK. Destined Voyage

Cell DBorDBa

feet; uE&B

feet; f

3. WHARF

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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. 64783

Port GLS

(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?

No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING.

DAMAGE stated to have been sustained through vessel encountering ice when on service with northern convoys, February to April 1942.

On examination of vessel found stem bar, fore end plating and framing buckled in way of G. H. and J strakes port and starboard side, in fore peak tank and hold (port) and forward cofferdam & No. 1 cargo tank (S.S.).

NOTE. As it was the intention to employ this vessel in the same service it was decided to take advantage of the present repairs to fit extra stiffening in way of fore peak tank.

PERMANENT REPAIRS. NOW EFFECTED. STEM BAR. Cropped and part between 12'-0" and 34'-0" watertight removed and refitted.

SHELL. STARB SIDE. (PLATES NUMBERED FROM FORWARD) G. STRAKE Plates Nos 1 & 2 renewed at 75 thickness.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	11	2	-	-	-	-	-	24 in frames filled.
Removed and Faired or Repaired	7	16	-	-	-	-	-	
Faired or Repaired in place	-	-	-	-	-	-	-	

PRESENT CONDITION OF THE

Boats	Good	Bulkheads	Good in spaces. Examined	Engine Room Skylights	Good	Copper, or Y.M.	(State if on feet)	Year
Caulking of Decks	do	Caulking	-	Coal Bunkers, Openings, Covers, &c.	Not Examined	When fitted, Match		
Amings	do	Cement or Asphalt	Not Examined	Oil Bunkers	Not Examined			
Rams & Fastenings	Good in spaces and	Rudder	Good	Scuppers	do	Boats	Not Examined	
Side Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good	
" " in way of sidelights	Not Examined	Windlass	Good	Hatches	do	Condition, how ascertained	from deck.	
Frames	Good in spaces and	Have pumps been examined and found efficient?	Not Examined	Planking	-	(State if wedges removed.)		
Longitudinals	Good in spaces and	Have Sluice Valves been examined and found efficient?	Not Examined	Caulking	-	Equipment letter	21	
Transverses	do	Have Watertight Doors been examined and found efficient?	Not Examined	Treenails	-	Anchors, No. of	3 H.	
Stems	Good in spaces. Examined	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	-	Cables (State if now ranged)	yes.	
Bottoms	do	Air and Sounding Pipes	Not Examined	Transoms Pointers & Crutches	-	" length	300 ft. mean diam. 2 1/2 in.	
Stems	do	Doubling Plates under Sounding Pipes	do	Timbers of Frames at openings	-	" Rule length	300 ft. size 2 1/2 in.	
Star Bottom Plating	Not Examined			" " at other places	-	Chain Locker	Good	
Are the Tanks been examined internally	See Rpt.			Stringers, Clamps & Shelves	-	Hawsers & Warps	Good	
Are the Tanks been tested?	See Rpt.			Salting	(State if examined.)	Standing and Running Rigging	Good	

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 an efficient condition and eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 6.42. subject to plates (PS) F.G. (E.W. 12). 4 and 8 (corrosion) being specially examined next dry docking.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £

Selling Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

16 JUN 1942

Received by me,

19

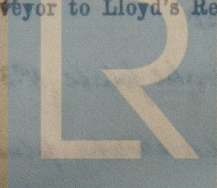
Committee's Minutes GLASGOW 16 JUN 1942

Inspector Assigned 100 A1

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6.42 Subject
Cair. Rec. in Bull.

George. Sutherland
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

...the- Patent is granted by Conving 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.

J. STRAKE. Plates. Nos 1 and 2. removed. No. 1. '75 and No. 2. '68.
" " " " 3, 4 and 5. removed, fixed and refilled

J. STRAKE. Parts. " " " " 3, 4 and 5. removed, fixed and refilled

"K." STRAKE. Plate. No. 4. removed, failed refilled.

SHELL. PORT. "G." STRAKE. Plots. nos 1 and 2. renewed. .75" thick.

" " " No 3. removed, fired and refilled.

"H." STRAKE. Plates. Nos 1 and 2. renewed. 75 thick.

J. " 51 140019 Plate. No. 1. renewed - 75 sticks.

14.11.68
FRAMES. IN. FORE PEAK. Toward frame (p 18.) removed.

6. frames, port side and 7. frames, starboard side cropped at bottom stringer, upper portions removed, faired and refitted.

Intermediate frames. $7' \times 3\frac{1}{2}' \times .59$. (12.P. + 12.S) filled from bottom stringer to fore peak tank top.

FRAMES. - No. 1. Cargo Tank. Starboard side. 3 frames cropped, part removed, joined refitted.

2. Stringer in fore peak tank removed, faired, and refitted. Chock angles removed.

On completion of repairs, fore peak tank, deep tanks forward, cofferdam and nos 1 and 2 cargo tanks (pts.) listed and found satisfactory.

For peak tank re-coated as necessary with bitumen sealing.

DAMAGE stated to have been caused when oiling vessels at sea on various dates.

On examination found poop sheathlike, plate N° 3 from forward (85) hold,

Upper Deck sheerside plate No. 16 (from forward) indicated on bottom landing, caulking sprung.

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

If Stockless state Mechanical Test.

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.

Patent state name of Patentee.

[illegible]

Upper Deck sheastroke, Starboard side, N^o 2 from forward. locally indicated.

sharp local indent.

5

G' stroke. plates. Nos 4. and 5(ss) top. landing slightly. set in

" 6 (ss.) local. indent.

Sp. " " Nos 4, 5 and 14. (6s.) Local indents.

REPAIRS. NOW EFFECTED.

Poop shunt/trake plate, N°3 (ps). plate cleaned and outside doubling plate fitted.

Upper Deck shearstrike plate N^o 16. (65.) rivets removed from landing, shearstrike plate and.