

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/11/39 When handed in at Local Office 28 Nov 1939 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 2nd Nov Last Survey 23rd Nov 1939  
Reg. Book. 19713 on the ~~Wood~~ Steel "ANGLO SAXON" (No. of Visits 5)

TONNAGE:-  
GROSS 5576  
UNDER DK. 5047  
NET 3401

Built at Liverpool  
Owners Nitrate Producers Ltd  
Managers Luther Latta & Co

By whom Shat Bros & Co

Owners' Address London  
(if not already recorded in Appendix to Register Book)  
Port belonging to London

**NO 438**

Surveyed Afloat or in Dry Dock? Dock Name of Dock Mountain Destined Voyage

WB=JellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER (for Special Survey, Date of last Survey and of Periodical Surveys)	Years Assigned and expired	Machinery and Boiler Surveys (including date of N.B. in any)
<u>100 A1 with freeboard 12.38 11th Nov 1938</u>		<u>LMC MS 6.38 BS 12.38 TS 6.38 CL</u>

Last Report, No. 14269 Port Brs.

(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

Society's Freeboard (if assigned) as painted on Ship and now verified

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

### REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Alterations

Near Done. Condition Vessel placed in dry dock. Bottom & rudder (see under) cleaned, examined, found or placed in order as under & recoated.

Hold No 2, upper bunkers, erection spaces, weather decks, casings & skylights, hatches ventilators & coamings, anchor, windlass, boats, steering gear (chain & rod, dismantled) & general equipment generally examined & found or placed in order as under.

Repair W & T. Rudder, please see also Cardiff Rpt. No. 52287 & Sydney N.S.W. Rpt. No. 17105. The rudder plates each side were now found torn away between & the bottom & adjoining arm, meeting of plates to channel pieces forward of main piece slack, & plates cracked in way of old weldings.

CONTINUED.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	De. Plates	Other Items:-
Renewed	/	/	/	/	/	/	/	/
Removed and Faired or Repaired	/	/	/	/	/	/	/	/
Faired 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 (State if on Pet.)	
Deck	<u>Good</u>	no	no	✓	✓	When put on, Month	Year
Caulking of Decks	"	no	no	✓	✓	Boats	<u>Good</u>
Coamings	"	As above	<u>Good</u>	✓	✓	Masts, Yards, &c.	"
Beams & Fastenings	<u>As above Good</u>	Bulkheads	<u>Good</u>	✓	✓	Condition, how ascertained	<u>from deck</u>
Outside Plating	<u>Good</u>	Ceiling	"	✓	✓	(State if wedges removed)	<u>no</u>
" in way of sidelights	✓	Cement or Asphalt (State which)	"	✓	✓	Sails	"
Breastheads	✓	Rudder	<u>Good</u>	✓	✓	Equipment letter	<u>at</u>
Transoms	✓	Steering gear and its connections	"	✓	✓	Anchors, No. of	<u>38</u>
Frames	<u>As above Good</u>	Windlass	"	✓	✓	Chain Locker	✓
Reverse Frames	✓	Have pumps now been examined and found efficient?	<u>not now examined</u>	✓	✓	Cables (State if now ranged)	<u>no</u>
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	✓	✓	" length (on board)	<u>slake</u>
Transverses	✓	Have Watertight Doors now been examined and found efficient?	<u>not now examined</u>	✓	✓	" Rule length	<u>size</u>
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	✓	✓	Hawser & Warps	<u>Good</u>
Keelsons	✓			✓	✓	Standing and Running Rigging	<u>at</u>
Stringers	✓			✓	✓		
Inner Bottom Plating	<u>As above Good</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 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.

This vessel is eligible in my opinion to remain as now classed with fresh record of Survey 11.39. The vessel's class is subject to indented plating (100) & framing in way being dealt with at first convenient opportunity.

Survey Fee (per Section 29)	£	Fees applied for,	£
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 2 2	287 Nov 1939	£
Travelling Expenses (if chargeable)	£	Received by me,	£
Second Surveyor's Fee (if any)	£		£

R. Hunter  
Surveyor to Lloyd's Register of Shipping.

FRI. 15 DEC 1939

Committee's Minute

Character Assigned

100 A1 subject with freeboard 12.38 10.39



Lloyd's Register Foundation

W1180-01173

CONTINUED

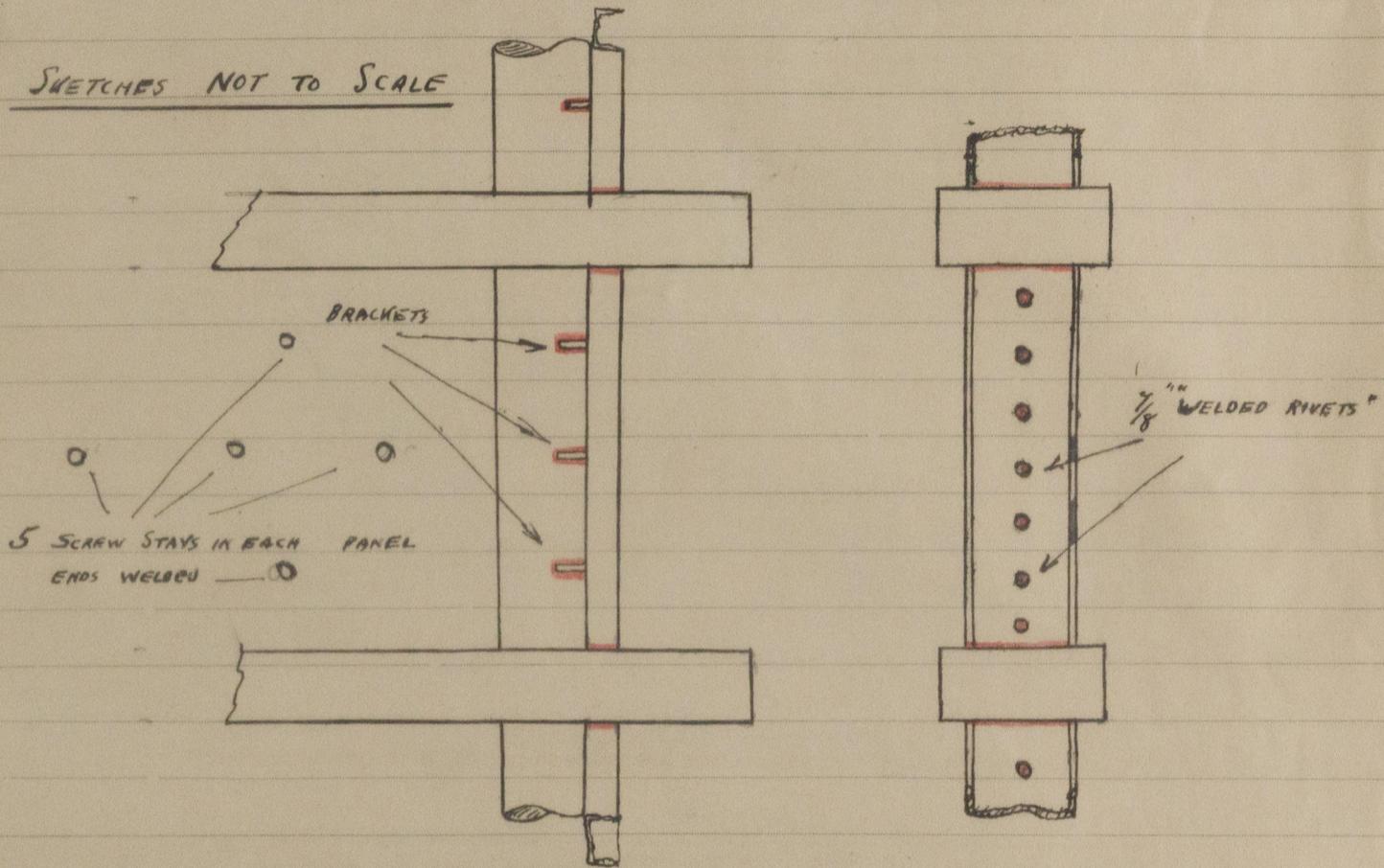
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"ANGLO SAXON"Repairs W & T Cont.

Rudder now removed ashore & plates renewed in heavier material. The channel pieces between arms have been renewed & attached to main piece by "welded rivets" & welded brackets fitted between arms as indicated in sketch & as proposed by Owner's Superintendent.

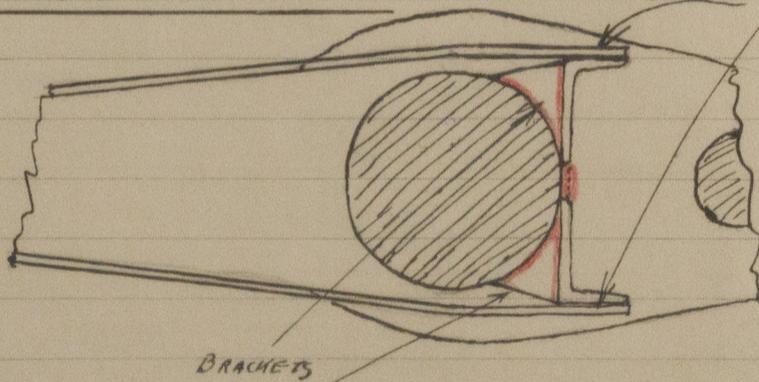
Screwed stays (1 1/2" dia) have been fitted joining plates between arms to prevent parting of plates between arms.

Judgments rebushed. On completion, rudder replaced, tried & found to work freely.

SKETCHES NOT TO SCALE

RED INDICATES ELECTRIC WELDING.

PLATES RIVETED TO CHANNEL PIECE



Steering gear. All chains renewed. Buffer springs & housings overhauled & placed in good order.

In Hold No 2. A leaking rivet in tank top at fore end of centre line bulkhead (aft) renewed

Alterations Two gun seatings have been constructed on the upper deck, aft. For one of these seatings the companionway to crew quarters has been modified & the wood door substituted by a steel hinged door, operated from both sides.

The other seating has been constructed over the hatch to after peak stow & the hatch to stow moved width of hatch to port. The old opening in deck has been closed. The vessel's main structure has not been effected.

S.R.L. Indented plating &c. No repairs effected at this time. Plating examined & found efficient.

3.  
"ANGLO SAXON".

Alterations:- Paravanes fitted:

Doubling fitted on N°2 shell plate in 365 strake below sheer  
strake (S2) & tumbling backer: similar to same for paravane boom.  
2 pedestals fitted on deck forward to take balling beam.  
Holester weather deck in way of same & fins in water.

JMM