

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29.6.42 When handed in at Local Office 29.6.42 Port of London
 No. in Survey held at 1000 Date, First Survey 8.6.42 Last Survey 24.6.1942
 Reg. Book. (No. of Visits 5)

on the Wood, Iron or Steel SP. IRON YEAR. MONTH. 1942 10

TONNAGE: Built at Glasgow By whom Harland & Wolff
 GROSS 5242 Owners Royal Mail Line Ltd. Owners' Address 10, Abchurch Lane, London E.C. 4
 UNDER DK 4782 Managers W. & A. G. Watson Port belonging to London

NET 3266 surveyed Afloat or in Dry Dock? Both Name of Dock King George Dock Destined Voyage ✓

Length 110 ft; uE & B. 11.3 ft; f. 7.32 ft; f. 7.32 ft
 Breadth 24 ft; uE & B. 11.3 ft; f. 7.32 ft; f. 7.32 ft
 Draught 11.3 ft; uE & B. 11.3 ft; f. 7.32 ft; f. 7.32 ft
 Capacity 11.3 tons. FPT 11.3 tons; APT 11.3 tons; MT 11.3 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. 54151 Port CFE

Periodical Surveys, when held, must be reported in detail and serially 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.

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

CHARACTER. FI 100 A1. 941 FI LMC.
 Date of last Survey and of Periodical Surveys. 1.5.42 11.3 4.5.40
7.32 18.5.41 ✓
1.5.42 11.3 7.5.41 8.41

EXAMINED 9.41.

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 ✓ ft. ✓ ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR General Examination for Class/Part Survey
To complete the Survey the 11.3 hull & the lower spaces require to be examined, together with the peak Tanks.
The Load line General Survey has been deferred for completion of General Examination on return to U.K. port in agreement with the wishes of the Owner's representatives.
Now Done. A General Examination so far as practicable made of the Cargo holds & tween decks 11.3, 1.2, 4, 5, engine & boiler spaces & structure beneath boilers, forecabin & poop spaces, plus weather decks, lathe ways.

PRIMARY 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								

SENT CONDITION OF THE	Engine Room Skylights	Copper, or Y.M.
King of Decks <u>good</u>	<u>good</u>	(State if on Felt.)
Platings <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
ns & Fastenings <u>good</u>	Oil Bunkers <u>✓</u>	Boats <u>good</u>
Side Plating <u>efficient</u>	Seuppers <u>✓</u>	Masts, Yards, &c. <u>good</u>
in way of sidelights <u>✓</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u>
es <u>good</u>	Hatches <u>good</u>	(State if wedges removed.)
se Frames <u>good</u>	Planking <u>✓</u>	Equipment letter <u>"4"</u>
itudinals <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>3</u>
verses <u>✓</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>4</u>
s <u>✓</u>	Breasthooks & Stemson <u>✓</u>	" length <u>270</u> mean diamr <u>2 1/2</u>
ons <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>270</u> size <u>2 3/8</u>
gers <u>good</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>good</u>
Bottom Plating <u>✓</u>	" at other places <u>✓</u>	Hawsers & Warps <u>efficient</u>
the Tanks been examined internally? <u>✓</u>	Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>good</u>
the Tanks been tested? <u>✓</u>	Salting (State if examined.) <u>✓</u>	Sails <u>✓</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 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."

Signify to remain the notation EXAMINED (with date)
(12.4.42) on completion of first record of Survey now
8.42, the class of the vessel being subject as per
P.R. list. The notation in the Standard Gypsum Sheet

Fee (per Section 29) 4 EXAMIN £ 10 : 0 : 0 Fees applied for, 1.7.42
 al Damage or Repair Fee (if any) (per Sec. 29) ✓ Received by me, 19
 elling Expenses (if chargeable) ✓
 d Surveyor's Fee (if any) ✓

mittee's Minute 1000
 racter Assigned 1000

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

pp. 18, 15.

(With the exception of bunker ladders within
bridge space), coverings, lathe beds, lathe
bars, closing appliances for openings in
superstructure bulkheads, superstructures on
weather decks, casings, doors & fastenings,
side scuttles & deadlights, masts & rigging
(from deck), steering gear & windlass,
(i.e. The Starboard Gypsy shaft of the
windlass has now been removed as previously
recommended.)

Docking Survey. Bottom & rudder examined
in dry dock after cleaning & afterwards
painted.

Anchor cables ranged in back bottom of
trammines together with anchors & general
equipment

REPAIRS (TO OUTRIERS R/C)

Needles printed & bound.

Old New units ordered.

Chain locked scales & weights.

Span. Steing. Chain fitted. Original chain

Arrived & stored as spare
1 share at bank of prop (U.S.) fund.

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

ANCHORS.

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

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

CHAIN CABLES.

[illegible]

Steel Wire
11/11/11

Stn deck (S.S.) in way of engine room skylight
drilled, gauged & found satisfactory. Port side
plating doubled locally.
Fore castle lead cement in waterways made good.
Spar anchor made workable.
151 Latel photo found in place. 3 removed.
Bulkhead plating at fore end of after well
deck doubled in way of deck & trunk pipes.
40 portlight re-rubbed 3 complete platings removed
See Encl. Sheet.

2 sets of prop bulkhead storm boards supplied.
In addition to the above repairs a number of minor repairs have been effected.

GENERAL CONDITIONS.

GENERAL CONDITION.
The general condition of the vessel as now seen is satisfactory & all repairs have been satisfactorily effected.

P. R. List. Indented plate E8 (ss.) & upper landing
of plate in D strike & 2 frames in way specially
examined & found efficient. To be dealt with at
Boonville conveniences. Permanent repairs to
collision bulkhead at first opportunity, meanwhile
efficient.

G. R. Landon