

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....19..... When handed in at Local Office.....3/8/25..... Port of GLASGOW.
No. in Survey held at GLASGOW. Date, First Survey 20.7.25 Last Survey 23.7.1925
Reg. Book. (No. of Vessels) 2

25876 on the Wood, Iron or Steel Twin Sc. motorship LIMERICK
TONNAGE:— Built at Port Glasgow. By whom W. HAMILTON & CO. LTD. When 1925.
GROSS 8684 Owners UNION S.S.C. of New Zealand. Owners' Address
UNDER DE. 5149 (if not already recorded in Appendix to Register Book).
NET 3535 Managers Port belonging to London.

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Rothsard Dock. Destined Voyage Trial trip.
W.B.=CellDBorDBa 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).

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 Yes.
Vessel still in builder's hands. Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage to insulation in No 2 Hold.

Damage stated to have been caused by fuel oil leaking through the double bottom manholes and permeating the cork insulation when tank on starboard side was being pumped up on the 16th July 1925.
The vessel at time of damage was not landed over.

Found. That the three manhole covers on the tank top in No 2 Hold on starboard side had been leaking and ^{had} damaged the insulation, grounds and manhole insulation plugs. Approximate area of damage four hundred and eighty square feet including three manhole plugs.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels.	
Decks	State if Tanks have been examined inside	Engine Room Skylights	(State if on Felt.)
Caulking of Decks	State if Tanks now tested	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Bulkheads	Scuppers	Boats
Beams & Fastenings	Ceiling	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Hatches	Condition, how ascertained
Breasthooks	Rudder	Planking of Wood Vessels	(State if wedges removed)
Transoms	Steering gear and its connections	Caulking ditto	Sails
Frames	Windlass	Treenails ditto	Equipment letter
Reverse Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Longitudinals	Have Stance Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Transverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	length (on board) size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	Rule length size
Keelsons		Stringers, Clamps & Shelves ditto	Hawser & Warps
Stringers		Salting ditto	Standing & Running Rigging
Inner Bottom Plating		(State if examined.)	

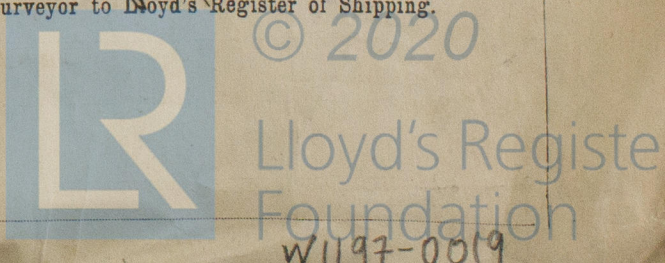
General Observations, Opinion as to Class, Recommendation, &c.:—

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 and ptND15, &c."

This is a new vessel and the above is forwarded for the information of the Committee.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute
Character Assigned See accompanying first entry report (Grk. No. 18423)
GLASGOW 4-AUG 1925
Surveyor to Lloyd's Register of Shipping.



Points of rivets in ring (compensating) around manholes
chipped flush and manhole covers bedded down
& plugs replaced. (Two new plugs were fitted and one
repaired.)

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.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

If Stockless, state Mechanical Tests

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.