

Rpt. 8.

(Received at London Office)

No. 119900

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11. 8. 19. 43 When handed in at Local Office 11. 8. 19. 43 Port of LIVERPOOL
No. in Reg. Book. Survey held at BRIMSFOORD - BIRKENHEAD Date, First Survey 24/7/43 Last Survey 5/8/1943
on the Wood, Iron or Steel NEW COLUMBIA (No. of Visits 4)TONNAGE: 30036 Built at BELFAST By whom HARLAND & WOLFE LTD. When 1920 6
GROSS 6574 Owners ELDER Dempster Lines Ltd. Owners' Address
UNDER DK. 6222 Managers. Port belonging to LIVERPOOL
NET 4044Surveyed Afloat or in Dry Dock? BOTH Name of Dock Afloat at BRIMSFOORD & GORSE Destined Voyage
Cell D B or D Ba feet: uE & B feet: f feet: f
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 65800 Port G.L.S.

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.

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. NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? HAY & SMART

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & GENERAL EXAMINATION.

1. Damage stated to have been caused by enemy action on the 13th March 1943.
2. Contact damage. Cause not stated

NOW DONE - vessel placed in dry dock, the hull plating and Rudder cleaned, laminated and recoated.

DAMAGE REPAIRS Minor leakages on Forward and after bulkheads of Deep tanks noted, caulking now overhauled, and 2 bits built up with electric welding.
No 5 SB tank tested and minor leakage in way of main injection leg dealt with by caulking corner bon. 6 bits built up with electric welding

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

SENT CONDITION OF THE	5000	Bulkheads	5000	Engine Room Skylights	5000	Copper, or Y.M.
king of Decks	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)
ings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month Year
ns & Fastenings	✓	Rudder	5000	Scuppers	5000	Boats
ide Plating	✓	Steering gear and its connections.	✓	Cargo Hatchways	✓	Masts, Yards, &c.
in way of sidelights	✓	Windlass	✓	Hatches	✓	Condition, how ascertained
es	5000	Have pumps been examined and found efficient?	✓	Planking	✓	(State if wedges removed.)
ase Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter
tudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Anchors, No. of
verses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	Cables (State if now ranged)
WHERE EXAMD	5000	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	length mean diamr.
ons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	(on board.)
ers	✓			" " at other places	✓	Rule length size
Bottom Plating	✓			Stringers, Clamps & Shelves	✓	Chain Locker
the Tanks been examined internally	SEE RPT.			Salting	✓	Hawsers & Warps
the Tanks been tested?	SEE RPT.			(State if examined.)	✓	Standing and Running Rigging
					✓	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."

3 vessel so far as how seen is in an efficient condition, and eligible in our opinion to remain as classed, with fresh record of Survey 8,43 and the notation of Laminated 8,43 for a period of 12 months. Subject to Indented plating (P.S.F.) etc, being dealt with at the Owners convenience as per S.R. List, but without special condition regarding No 6 SB tank.

Fee (per Section 29) GEN. EXAM. £ 12 : 0 : 0 Fees applied for, 25 AUG 1943
Damage or Repair Fee (if any) per Sec. 29) £ 5 : 5 : 0
ing Expenses (if chargeable) £ : 4 : 0
Surveyor's Fee (if any) £ : : :
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ittee's Minute

Character Assigned 8.43 Bkn. Subject. Examined 8.43

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1200 0119

NEW COLOMBIA

It is submitted that this vessel is eligible to have the notation of 'Examined S. 43' for a period of 12 months.

Stemframe (T.N. 1, 34) and Rudder mainpiece (E.W. 12, 37, 12, 39, 9, 41 and 4, 42), Top Rudder gudgeon, Rudder stops specially designed and remain efficient.

liverting in F stroke laminated after scaling and
considered satisfactory, but should be again
laminated at the next dry docking.

Indented plating etc laminated and remains efficient

to 6 S.S. tank tested, caulking in way of minor tank top leakages overhauled, and 6 angle connectors from frame brackets to tank top reinforced with electric welding. It is submitted that this item be now deleted from S.S. List.

The equipment has not been dealt with at this time.

GEN. EXAM.

vessel placed in dry dock, the shell, plating and
 ladder, cleaned, examined and recoated.
 Generally laminated Holds, Decks, Tween decks, Engine and
 boiler spaces, under boiler, Permanent bunkers, Fore peak tank
 internally, Fore peak spaces, after peak tank internally, after
 peak spaces, Deep tank internally, Hatchways, covers, supports,
 cleats and Battening arrangements, masts, rigging, windlass,
 steering gear, ventilators, general equipment and boats.
 Freeboard verified. Annual freeboard survey now held.
 It was not possible to examine tank under boiler internally,
 at this time, but bituminous composition on tank top
 was partly removed and steelwork found satisfactory.

WEAR & TEAR REPAIRS Doubling plate fitted on ho 1 hatch coaming stiffener on port side. Coaming stiffener at ho 2 hatch on starboard side and after end of ho 5 hatch renewed.

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

ANCHORS.																	
Number of Certificate.	Anchors.*	WEIGHT, BY 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																

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

[illegible]

Bunker saddleback doubled where locally wasted on forward bulkhead.
Girder in way of bunker hatch doubled locally on starboard side.
Horizontal stiffener on after end of bunker hatch fitted with doubling plate.

Doubling plates fitted on front of Saloon house, aft end of Engineers house and in Port and Starboard alleyways.

2 mounting angles on 1 hatch beam at No 5 hatch renewed

6 hatch cleats and 15 wood covers renewed. 88h

PLEASE SEE CONT. SHEET 1.