

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22.2.1944 When handed in at Local Office 22.2.1944 Port of LIVERPOOL  
 No. in Reg. Book Survey held at BIRKENHEAD Date, First Survey 24/1/44 Last Survey 18/2/1944  
35864 on the Wood, Iron or Steel WAYFARER (No. of Visits 10)

TONNAGE:— Built at GLASGOW By whom C. CONNELL & CO. LTD. YEAR. MONTH. 1925 8  
 GROSS 5068 Owners CHARENTE S.S. CO. LTD. Owners' Address   
 UNDER DK 4720 Managers T. & J. HARRISON (If not already recorded in Appendix to Register Book)  
 NET 3157 Port belonging to LIVERPOOL

Surveyed Afloat or in Dry Dock? BOTH Name of Dock OVERHEAD DOCK & AFOAT AT BIRKENHEAD Destined Voyage   
 Cell DBor DBa  feet; uE & B  feet; f  feet  
 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. 119815 Port Liverpool

(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.

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 10 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION

NOW DONE - Vessel placed in dry dock, the shell plating and Rudder cleaned, examined and recoated.

Generally examined Decks, Holds, Tween decks, Engine and Boiler spaces, Under Engines and Boilers, Bunkers, Fore peak tank internally, Fore peak spaces, After peak tank internally, after peak spaces, Deep tank internally, No. 3 tank internally (under boiler), Hatchways, covers, Supports and Battening arrangements, masts, Rigging, windlass, Steering gear, Ventilators, General equipment and Boats. Chain cables ranged and examined. Freeboard verified. Renewal Survey now held and new certificate issued.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								<u>P.T.O.</u>
Removed and Faird or Repaired								
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>EFFICIENT</u>	Bulkheads <u>GOOD</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u></u> Year <u></u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	
Beams & Fastenings <u>WHERE EXAM. GOOD</u>	Rudder <u>GOOD</u>	Scuppers <u>GOOD</u>	Boats <u>GOOD</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>FROM DECK</u>
Frames <u>WHERE EXAM. GOOD</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>"</u>	(State if wedges removed.)
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>"</u>	Equipment letter <u>✓</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>"</u>	Anchors, No. of <u>38</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson <u>"</u>	Cables (State if now ranged) <u>YES</u>
Floors <u>WHERE EXAM. GOOD</u>	Air and Sounding Pipes <u>"</u>	Transoms, Pointers & Crutches <u>"</u>	" length <u>270</u> mean diam. <u>2 1/8</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>"</u>	" Rule length <u>270</u> size <u>2 3/8</u>
Stringers <u>"</u>		" " at other places <u>"</u>	Chain Locker <u>"</u>
Inner Bottom Plating <u>EFFICIENT</u>		Stringers, Clamps & Shelves <u>"</u>	Hawsers & Warps <u>GOOD</u>
Have the Tanks been examined internally <u>✓</u>		Salting (State if examined.) <u>"</u>	Standing and Running Rigging <u>"</u>
Have the Tanks been tested? <u>✓</u>			Sails <u>"</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed, with fresh record of Survey 2.44 and the notation of Examined 2.44 for a period of 12 months. Subject to stem plating in 2nd and 4th strakes below sheerstroke (P.O.) (EN.3.43) to specially examine at next dry docking. Indented stem plating to be dealt with at Owners convenience

Survey Fee (per Section 29) GEN. EXAM. £ 10 : 0 : 0 Fees applied for, 2 MAR 1944  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 : 5 : 0  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :  
 LICENCE CASE  
 Committee's Minute

Character Assigned 2.44 BKN, subject

"Examined 2.44"  
B.S.2.44.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation







Licence checked and work verified on board.

881.

The tank top plating under boiler, upper deck plating in after well  
and bridge deck plating was found to be somewhat thin,  
this has been carefully examined, and is considered efficient for the  
period now recommended.

881

as extensive repair has been carried out to the bunker.

It is not considered necessary to remove the coal from  
the bunker at the next General Examination.

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