

# REPORT of SURVEY for REPAIRS, &c.

Report 29<sup>th</sup> Nov 1918 When handed in at Local Office 29<sup>th</sup> Nov 1918 Port of Belfast  
Survey held at Belfast & Londonderry Date, First Survey 10<sup>th</sup> June Last Survey 28<sup>th</sup> Nov 1918  
(No. of Visits 11)  
Master Crawford  
In the ~~Wood, Iron or Steel~~ SS. "ASSIOUT" YEAR. MONTH.

Built at *Londonderry*. By whom *The North of Ireland S. S. Co. Ltd.* When *1918*  
 Owners *Gross Steam Ship Co. Ltd.* Port belonging to *Liverpool*.

1943  
633  
Owners' Address  
(if not already recorded in Appendix to Register Book).  
float or in Dry Dock? Yes. Name of Dock Alexandra Dry Dock Belfast. Destined Voyage not known.  
Quay Londonderry.

BorDBa	feet; uE&B	feet; f	feet;
ity	tons. FPT	tons; APT	tons. MT
	feet	feet	tons.

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

CHARACTER.	rated and	rated.	Machinery and Boiler
			SHAWA

iterations in the painting records should be underlined.

port, No. Port

Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs due to other causes; Damage (the cause of which must be stated) should be separated from Repairs due to other causes; Damage detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported, the particulars should be clearly stated in the space provided on a form. State also the dates and initials of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were  
 Offered not required. Was a damage report made by anyone else? If so, by whom? J. Maxton for Underwriters

EXAMINATION AS PER RULE, FOR *Damage stated to be due to collision with tug in River Foyle*  
*of launch on 8<sup>th</sup> June 1918; also due to grounding in Lough Foyle when on her*  
*trip on 14<sup>th</sup> Nov. 1918.*

Frame & Rudder examined afloat, vessel being tipped by the head. Rudder Post examined and frame found same fractured almost through at 8'-3" waterline and also fractured about 4' from aft at 2'-3" waterline. Post set forward at upper fracture  $2\frac{1}{2}$ " and  $1\frac{1}{2}$ " over board. also main piece of rudder bent in similar extent & direction. repairs effected as follows.

Rudder unshipped, plate removed and forging returned to makers (Sunderland Eng Co.) where main piece of rudder was renewed.  
Rudder post of stern frame faired into line in place (heel of post being exposed

MAJOR REPAIRS:—		Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Fair or Repaired									
Repaired in place									
CONDITION OF THE	Stringers	Good							
	Inner Bottom Plating								
	State if Tanks have been examined inside	Yes							
	State if Tanks now tested	Yes							
	Bulkheads								
	Ceiling								
	Cement or Asphalt	(State which.)							
	Rudder								
	Steering gear and its connections								
	Windlass								
	Have Pumps now been examined and found efficient?	Yes							
	Have Sluice Valves now been examined and found efficient?	none							
	Have Watertight Doors now been examined and found efficient?	Yes							
	Dblg. Plates under Sounding Pipes	Good							
	Engine Room Skylights								
	Coal Bunkers, Open'gs, Lids, &c.								
	Scuppers								
	Cargo Hatchways								
	Hatches								
	Planking of Wood Vessels								
	Caulking ditto								
	Treenails ditto								
	Breasthooks & Stemson ditto								
	Transoms, Pointers, & Crutches ditto								
	Timbers of Frame at openings ditto								
	Ditto ditto at other places ditto								
	Stringers, Clamps & Shells ditto								
	Salting ditto	(State if examined.)							
	Copper, or Y.M. of Wood Vessels	(State if on Felt.)							
	When put on, Month	Year							
	Boats	Good							
	Masts, Yards, &c.								
	Condition, how ascertained	Building							
	(State if wedges removed)								
	Sails								
	Equipment letter	26							
	Anchors, No. of	3 B. 1 S. 1 K.							
	Cables (State if now ranged)	Yes							
	" length	210 fathoms size 2 1/8							
	" Rule length	210 fathoms size 2 1/8							
	Hawser & Warps	Good							
	Standing & Running Rigging								

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

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 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" or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and ptND15, &c.*"

ssel is now in good and efficient condition and is worthy in my opinion to be  
L 100 A1. with record of survey 11-18. subject to the stern frame repaired by  
welding being examined at each dry docking.

Fees applied for,			
Collision	15	15	0
Repair Fee (if any)	3	3	0
Grounding	9	0	0
(if chargeable)			
Fee (if any)			

Received by me,  
 17.12.1918  
 J. B. M. J.

's Minute

Assigned

Assigned

Subject  
Lloyd A. & P. Cargo basket not filled  
carrying oil fuel 7 P. above 150° F. in D.B. + D.F.

2. Certificate required? If so, to be sent to

35001



