

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21.3.1942 When handed in at Local Office 23 MAR 1942 Port of Hull

No. in Survey held at Hull Date, First Survey Feb. 9th Last Survey Mar. 18th 1942
Reg. Book. (No. of Visits 15)

1053 on the Wood, Iron or Steel **CAPE CORSO**

TONNAGE: Built at Port Glasgow By whom Lithgows Ld. When 1929 MONTH 8

GROSS 3807 Owners Lyle Shipping Co Ld. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK 3559 Managers Port belonging to Glasgow

NET 2338

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexander Docks and Drydock. Destined Voyage

UDBorDBa 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. 64589 Port Gls

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.

| CHARACTER. | Machinery and Boiler Surveys (Including date of N.B., if any). |
|--------------------|--|
| * 100 A1 | * LMC |
| 7,41. | MS 1,38. |
| S.S. Liv. No 2-38. | BS 3,41. |
| | TS (ca) N 2,40. |

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. *Not offered*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage, Docking, Sh. fix. General Exam.*

on account of damage stated to have been caused by (i) vessel encountering ice on passage from Gls to Archangel and on return to Hull on various dates from 7.11.41. to 5.1.42., (ii) heavy weather on passage from Gls to Archangel on 11.11.41., (iii) loading cargo at Glasgow on 24.10.41., (iv) heavy weather on 12, 13 November 1941 Gls to Archangel, (v) weather conditions at Archangel on 17.12.41., (vi) collision by icebreaker "СНЕЖРЯКОВ" on 23.11.41. near Archangel and (vii) cause not stated. Vessel examined in drydock. Bottom and rudder chand, frames and plates.

Damage Repairs (i) In way of stem side plating (p 15)
The following shell plates found indented - Starboard side F1, F1.2, 3, 4, 5, G1, 2, 3, 8, H 8, 10, 11. etc.

| SUMMARY OF DAMAGE REPAIRS :- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :- |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|--------------------------|
| Renewed ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | App. 1700 shell rivets |
| Removed and Fair'd or Repaired | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Fair'd or Repaired in place ... | ✓ | ✓ | ✓ | 4 | ✓ | ✓ | ✓ | FW app 1000 shell rivets |

| PRESENT CONDITION OF THE | Bulkheads | Engine Room Skylights | Copper, or Y.M. |
|--|------------------|--|---------------------------------|
| Plating of Decks | Partly efficient | Efficient | (State if on Felt.) |
| Paintings | Efficient | Coal Bunkers, Openings, Covers, &c. | When fitted, Month Year |
| Rivets & Fastenings | Efficient | Oil Bunkers | Boats |
| Side Plating | Efficient | Scuppers | Masts, Yards, &c. |
| " in way of sidelights | Efficient | Steering gear and its connections | Condition, how ascertained |
| Transverse Frames | Efficient | Windlass | (State if wedges removed.) |
| Longitudinals | Efficient | Have pumps been examined and found efficient? | Equipment letter |
| Inverses | Efficient | Have Sluice Valves been examined and found efficient? | Anchors, No. of |
| Transoms | Efficient | Have Watertight Doors been examined and found efficient? | Cables (State if now ranged) |
| Stirrers | Efficient | Have Ventilators and their Coamings been examined and found efficient? | " length (on board.) mean diam. |
| Over Bottom Plating | Efficient | Air and Sounding Pipes | " Rule length size |
| Have the Tanks been examined internally? | Efficient | Stringers, Clamps & Shelves | Chain Locker |
| Have the Tanks been tested? | Efficient | Salting (State if examined.) | Hawsers & Warps |
| | | | Standing and Running Rigging |
| | | | Sails |

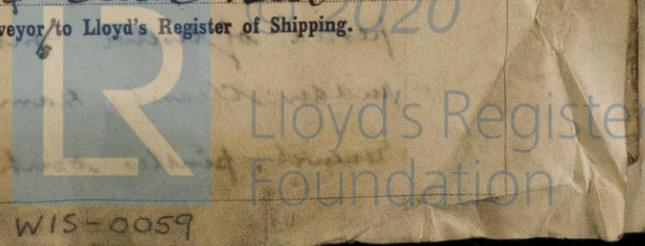
General Observations, Opinion as to Class, Recommendation, &c. :-

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."

eligible to remain as classed with fresh record of survey 1,38, 42. and Examined 3,42 for a period of twelve months, subject to permanent repairs to indented plating etc (S.S.F.) and collision bulkhead and to indented stem and side plating (p 15) at Owners' convenience and to bottom plating and riveting being specially examined next drydocking.

| | | |
|---|----------------------|---|
| Survey Fee (per Section 29) | GEN. EX. £ 8 : - : - | Fees applied for 23 MAR 1942 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | £ 12 : 12 : - | Received by me, W.S. Shields & Clive Bell |
| Travelling Expenses (if chargeable) | £ 4 : 14 : - | Surveyor to Lloyd's Register of Shipping. |
| Second Surveyor's Fee (if any) | £ 10 : - : - | 10 APR 1942 |

Committee's Minutes
Character Assigned
100A1 Subject
Examined 3.42
BS. J. 42
WIS-0059



"CAPE CORSO"

(2)

Damage Repairs (i) cont.

Portside E1, F1, 2, 4, G1, 2, 3, 6, H3, 4, 6, 7, 11, J7, K7, 8.

These indent were not dealt with but riveting and seams made efficient by electric welding and caulking.

Damage Repairs (ii) In way of portside forward

Part of the deck cargo staid to come adrift and to have damages sheeplate K3, 4 and adjoining bulwark plating.

The riveting and seams hardened up and three bulwark stays removed, fairies and replaced.

Damage Repairs (iii) In way of no. 4 hatch

Renewed one tarpaulin.

Damage Repairs (iv) In way of no. 1 hatch

Renewed one tarpaulin

Damage Repairs (v) In way of no. 1 hatch

Renewed two hatch beams (missing).

Damage Repairs (vi) In way of starboard bow

Sheeplate K3, L3, 4 found indented

Indents not dealt with but rivets and seams made efficient by electric welding and caulking.

Damage Repairs (vii) In way of bottom plating.

Renewed approximately 1700 rivets especially in keelstrake and electric welded about 1000 rivets and a number of seams

Indented keelplates 1, 2, 11, 12, 13 and adjoining 'A' strakes (p.s.) not otherwise dealt with.

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

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, ELL 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. | | | |
| | 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.

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLES. | | | | Length and size per rule. | | Description. | Makers of Cables. | When and where tested and Superintendent. | |
|------------------------|---------------------------|-------|-----------------------|-----------|-------------------------|------|-----------|-------|---------------------------|-------|--------------|-------------------|---|-------|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | | Per Rule. | | Length. | Diam. | | | | |
| | | | | | Fathoms. | Ins. | Tons. | Tons. | | | | | | Cwts. |
| | | | | | | | | | | | | | | |
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Four buckles floors in no. 5 O.B.T (p.s) compensated by rivets angle bar stiffeners Bilge keels part riveted.

O.B. tanks tested in way of repairs.

General Examination

At Owners Representative request held General Examination of vessel to coincide with Foreward Survey and to postpone Special Survey for a period of twelve months. Examined vessel in dry dock. Bottom and rudder cleaned, examined and coated. Rudder lifted, bottom brack renewed, pintles overhauled and Streamline plate renewed. Examined P/O to follow.

Rpt 8 contd.
(3)

Rpt. 9a.
Port of Hull

Continuation of Report No. 51553. dated 18.3.42.

on the

Steamer "CAPE CORSO"

General Examination cont.

Examined as completely as practicable holds, tween decks, bunkers (partly), structure below the boilers, peaks, machinery spaces, decks, Casings, ventilators, hatchways and closing appliances and general equipment, steering gear and connections and windlass. In the examination of structure below the boilers (DBT no.2) found floors, intercostals, shellplating and riveting worked and heavy scale formed. These are efficient for a period of twelve months but steps should, in my opinion, be taken to remove the scale to minimise wastage. It was stated nothing could be done at this time because of labour shortage. This has not been marked against the vessel as very little scaling is being done during the present time.

Please note - The bottom plating and riveting should be specially examined next drydocking because of rapid corrosion appearing to have taken place - the bottom and sides of the vessel being bare of paint on being drydocked.

The annual foreward survey held and reported on C11(a). Alterations made in tween deck above no. 4 hold at Glasgow before last voyage to accommodate fifty first class passengers: a portable but robust wood companionway to allow passage through fore end of no. 4 hatch. This companionway had been fitted to the order of the Admiralty (Director of Sea Transport) and can be moved if required and the hatch covers fitted. Additional emergency steel companionways fitted as indicated on C11 (contd.)

SR. list.

Nothing was done to indented plating q.s. (s.s.f.) and to collision bulkhead but same examined and found efficient.

W.S.S.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

