

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 3rd 41 When handed in at Local Office 7.7.41 Port of London
 No. in Survey held at Middlesbrough Date, First Survey and Last Survey July 1st 1941
 g. Book. 72057 on the Wood, Iron or Steel 1/2 "CHAUCER" (No. of Visits one)

TONNAGE:— Built at PA Glasgow By whom R. Duncan & Co When 1929 4
 GROSS 5792 Owners Shakespeare Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DEK. 5466 Managers South American Steam Line Ltd. Port belonging to London
 NET 3429

Surveyed Afloat or in Dry Dock? Afloat Name of Dock River Yards Destined Voyage
 Cell D B or D Ba feet; u E & 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. 51185 Port HOL.

(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 ✓

Services offered but not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by enemy action on the 25th June 1941 while in convoy, it was stated that a frating noise was heard on the bottom after a near miss as though the vessel had struck a submerged object.
Now done. The vessel was lying afloat and examination made as follows.
 Holds, bilges, Engine & Boiler space examined and found tight.
 Tanks sounded and checked and found to be making
 no water. Steering gear found to be working satisfactorily.
 As no dry dock was available and the vessel was urgently required
 it was recommended that the vessel be placed in dry dock for
 further examination at first convenient opportunity. In view of

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								
PRESENT CONDITION OF THE								
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on felt.)					
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month					
Coamings	Cement or Asphalt	Oil Bunkers	Boats					
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.					
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)					
" " in way of sidelights	Windlass	Hatches	Equipment letter					
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of					
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)					
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length (on board) mean diamr.					
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stem	" Rule length size					
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker					
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawse & Warps					
Stringers		" " at other places	Standing and Running Rigging					
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails					
Have the Tanks been examined internally?		Salting (State if examined.)						
Have the Tanks been tested?								

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."

This vessel is so far as now seen in an efficient condition and eligible in my opinion to remain as now classed without fresh record of survey, subject to the vessel being placed in dry dock for further examination at first convenient opportunity and to permanent repairs to be made in the hold about E.R. Bulkhead P.S. at convenient opportunity. Indented plating to be removed in the hold about E.R. Bulkhead P.S. at convenient opportunity. Plating in the hold about E.R. Bulkhead P.S. to be specially examined with a view to removal next docking.

Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for, 7.7.19.41.

Received by me, 19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 20 JUL 1941

Deferred



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Lloyd's Register Foundation

examination now made and the condition of the vessel
this in my opinion is satisfactory and merits the favourable
consideration of the Committee.
Interim certificate now issued and copy attached.

S. P. L. Nothing has now been done to items mentioned

Repairs now effected

Port after stay on Fire Mast removed.

C13. Scores

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

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]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.