

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 3<sup>rd</sup> 1941 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 1<sup>st</sup> 1941  
g. Book. (No. of Visits one)

72057 on the Wood, Iron or Steel 1/2 "CHAUCER" YEAR. MONTH. When 1929 4

TONNAGE:- Built at PA Glasgow By whom R. Duncan & Co

GROSS 5792 Owners Shakespeare Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 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 or D Ba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

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 seriatim 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

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 25<sup>th</sup> June 1941 while in convoy, it was stated that a grating 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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Caulking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Coamings	Rudder	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Outside Plating	Windlass	Hatches	Equipment letter
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Snice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stem	" Rule length size
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Keelsons		" " at other places	Standing and Running Rigging
Stringers		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Salting (State if examined.)	
Have the Tanks been examined internally?			
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 slightly 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 to tank top in No. 4 hold above E.R. Bulkhead P.S. at convenient opportunity. Suggested plating in No. 2 stem plate's C.I. P.S. first convenient opportunity. Disturb in keel plates Nos 1 & 2. to be specially examined with a view to removal next docking.

Survey Fee (per Section 29)	£	Fees applied for, <u>7.7.19.41.</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, <u>19.</u>
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute Deferred  
Character Assigned Deferred

MADE AND PRINTED IN ENGLAND. (Under the authority of the Registrar of Shipping.) The Surveyors are requested not to write on or below the space for Committee's Minutes.



