

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

Report of writing Report *Dec. 1941* When handed in at Local Office *Dec. 1941* Port of *CARDIFF*  
 Survey held at *CARDIFF* Date, First Survey *10 Nov.* Last Survey *25 Nov. 1941*  
 On the *Wood, Iron or Steel* *CHARLWOOD* (No. of Visits *8*)

TONNAGE:— Built at *DUBLIN* By whom *DUBLIN DOCKYARD & Co. Ltd.* YEAR. MONTH. *1914 3*  
 GROSS *1207* Owners *LAVERTON S.S. Co. Ltd.* Owners' Address *(if not already recorded in Appendix to Register Book).*  
 NET *934* Managers *ALLIANCE MARINE TRANSPORT & Co. Ltd.* Port belonging to *LONDON*  
 TONNAGE *600*

Surveyed Afloat or in Dry Dock? *BOTH* Name of Dock & *EAST DRY DOCK* Destined Voyage *✓*  
 ULD Bdr DBa feet; uE&B feet; f feet  
 al capacity tons. FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records of tanks should be underlined.

Last Report, No. *53987* Port *CFF.*

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 affecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined *MR. BETHELL*

NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? *NO.*

Repairs, OR EXAMINATION AS PER RULE, FOR *DAMAGE STATED TO HAVE BEEN SUSTAINED THROUGH COLLAPSING AGAINST QUAY WALL AT BLYTH ON 29<sup>th</sup> AND 30<sup>th</sup> OCTOBER 1941 DURING A HEAVY SQUALL.*  
 FOR FURTHER PARTICULARS PLEASE SEE LOG BOOKS.

NOW DONE:— Vessel placed in dry dock. bottoms and rudder cleaned and painted and afterwards coated. Found shell plates E. 6 + 7 (P.S.) indented and riveting and caulking in way started. Frames in way slightly buckled. DAMAGE TEMPORARY REPAIRS:— The riveting and caulking of these plates overhauled and renewed as necessary.

WEAR AND TEAR REPAIRS:— Minor repairs effected to riveting and caulking shell plating. On removal of bilge cement chocks in No. 2 Hold (SS)

RY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

CONDITION OF THE

efficient	Bulkheads <i>part examd Satisfactory</i>	Engine Room Skylights <i>Satisfactory</i>	Copper, or Y.M. (State if on Felt.)
of Decks <i>Satisfactory</i>	Ceiling <i>" " "</i>	Coal Bunkers, Openings, Covers, &c. <i>" "</i>	When fitted, Month <i>✓</i> Year <i>✓</i>
Fastenings <i>Satisfactory</i>	Cement or Asphalt <i>✓</i>	Oil Bunkers <i>✓</i>	Boats <i>part examd Satisfactory</i>
Plating <i>efficient</i>	Rudder <i>Satisfactory</i>	Scuppers <i>✓</i>	Masts, Yards, &c. <i>" "</i>
in way of sidelights <i>✓</i>	Steering gear and its connections <i>" "</i>	Cargo Hatchways <i>part examd Satisfactory</i>	Condition, how ascertained <i>from Deck</i>
Frames <i>part examd Satisfactory</i>	Windlass <i>part examd Satisfactory</i>	Hatches <i>" " "</i>	Equipment letter <i>n</i>
inals <i>✓</i>	Have pumps been examined and found efficient? <i>NO</i>	Planking <i>✓</i>	Anchors, No. of <i>3 B. 15</i>
es <i>✓</i>	Have Sluice Valves been examined and found efficient? <i>NO</i>	Caulking <i>✓</i>	Cables (State if now ranged) <i>NO</i>
es <i>✓</i>	Have Watertight Doors been examined and found efficient? <i>NO</i>	Treenails <i>✓</i>	" length (on board) <i>✓</i> mean diam. <i>✓</i>
part examd Satisfactory	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson <i>✓</i>	" Rule length <i>✓</i> size <i>✓</i>
tom Plating <i>✓</i>	Air and Sounding Pipes <i>part examd Satisfactory</i>	Transoms, Pointers & Crutches <i>✓</i>	Chain Locker <i>✓</i>
Tanks been examined internally? <i>NO</i>	Doubling Plates under Sounding Pipes <i>✓</i>	Timbers of Frame at openings <i>✓</i>	Hawsers & Warps <i>Sufficient</i>
Tanks been tested? <i>NO</i>		" " at other places <i>✓</i>	Standing and Running Rigging <i>Satisfactory</i>
		Stringers, Clamps & Shelves <i>✓</i>	Sails <i>✓</i>
		Salting <i>(State if examined.)</i>	

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 eligible, in my opinion to remain as now classed in the Register Book, with fresh record of survey 11.41. Subject to permanent repairs indented shell plating etc. SS.f at first convenient opportunity, also to deck plating in forward well at fore end of Raised Quarter Deck, and frame behind Donkey Boiler (S.S.) being dealt with at first opportunity. Holds and fore peak tank to scale and goat.

Fees applied for, *Dec. 1941*  
 Received by me, *10*

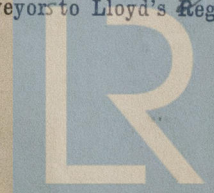
Surveyor to Lloyd's Register of Shipping. *Dennis Sullivan*

Committee's Minute

Character Assigned

TUE 9 DEC 1941  
 LICENCE CASE

*1000 ft*  
*Cargo batts. not fitted*  
*(Deferred)*



Lloyd's Register  
 Foundation

W156-0086



4

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.

Propeller, stern brash and sea connection fastenings examined. Tail shaft wear down  $\frac{3}{32}$ " Dates: Nov: 11, 12, 13 - 14<sup>L</sup> / Hl.

## ANCHORS.

*If Stockless, slate Mechanical Test.*

## CHAIN CABLES.

Iron Stream Chain  
or Steel Wire....