

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th OCT 1940 When handed in at Local Office 4:11:10 Port of GLASGOWNo. in Reg. Book. Survey held at GLASGOW. Date, First Survey 24th OCT. Last Survey 29th OCT. 1940 (No. of Visits 3.)

72318 on the Wood, Iron or Steel S.S. "CITY OF NAGPUR" (P)

TONNAGE:— Built at BELFAST. By whom WORKMAN, CLARK & CO. LD. When 1922. 9.

GROSS 10146 Owners ELLERMAN LINES LD. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 8935 Managers CITY LINE LD. Port belonging to GLASGOW.

NET 6280

Surveyed Afloat or in Dry Dock? AFLOAT. Name of Dock QUEENS DOCK. 2. ELDERSLIE DRY DOCK. Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet

total capacity tons. FPT tons; APT tons; MT tons.

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

Last Report, No. 21116 Port GtK

(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

NOT REQUIRED.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING.

DAMAGE stated to have been sustained through collision with M.V. SPONDILUS when moving alongside at BEIRA. for oiling on 19th September 1940, whilst on a voyage from South Africa to Glasgow.

On examination of vessel found aft end of forecastle bulwark plating & top of sheustrake plate in way (S.S.) buckled.

REPAIRS. Riving in way of damage removed, bulwark plate and sheustrake plate faired in place & bulwark stiffener removed faired & replaced.

DAMAGE stated to have been caused by shellin deck hatch beam falling on Tank Top plating. On examination found one Tank Top plate under aft end of No. 2 hatch fractured & hatch beam end buckled.

P.T.O.

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

Decks	Good.	Bulkheads	Good in space Exam.	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Fett.)
Caulking of Decks	do.	Ceiling	do.	Coal Bunkers, Openings, Covers, &c.	not examd	When fitted, Month	Year
Coamings	do.	Cement or Asphalt	not examined	Oil Bunkers	not examined	Boats	not examined
Beams & Fastenings	Good in space Exam.	Rudder	Good.	Scuppers	do.	Masts, Yards, &c.	Good
Outside Plating	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good	Condition, how ascertained	from deck
" " in way of sidelights	not Exam.	Windlass	Good.	Hatches	do.	(State if wedges removed.)	et.
Frames	Good in space Exam.	Have pumps been examined and found efficient?	not examined	Planking		Equipment letter	
Reverse Frames	do.	Have Sluice Valves been examined and found efficient?	not examined	Caulking		Anchors, No. of	3+1
Longitudinals		Have Watertight Doors been examined and found efficient?	not examined	Treenails		Cables (State if now ranged)	no
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson		" length	stated to be complete.
Floors	not examined	Air and Sounding Pipes	Not examined	Transoms, Pointers & Crutches		" (on board)	mean diam.
Keelsons	do.	Doubling Plates under Sounding Pipes	do.	Timbers of Frame at openings		" Rule length	size
Stringers	do.			" " at other places		Chain Locker	not examined
Inner Bottom Plating	See Report.			Stringers, Clamps & Shelves		Hawsters & Warps	Good
Have the Tanks been examined internally	Not Exam.			Salting	(State if examined.)	Standing and Running Rigging	do.
Have the Tanks been tested?	See Report.					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."

This vessel so far as now seen is in an efficient condition & eligible in my opinion to remain as at present classed in the Register Book, with fresh record of survey 10.40 subject to upper Dup Tank not being used as a tank until listed, indicated shell plating (P.S.) at least No. 4 both ways and P.S. and plates No. 16 in 2nd stube below and Nos. 5 & 6 in 4th below stube (SS) being dealt with, also permanent repairs to 2 shell plates in way of aft Peak tank at owners convenience and G. 12 (FROM FWD) (SS) (E.W. 10.40.) being specially examined next drydocking oil fuel double bottom tanks Nos. 1, 2, 3, 4, 8, 9 and 10 to examine progressively every 4 years.

Survey Fee (per Section 20)	£	:	:	Fees applied for, (E.W. 10.40.)
Special Damage or Repair Fee (if any) (per Sec. 20)	£	5	: 5	: 0
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

GLASGOW 10 NOV 1940

100 A1
She. sk. with pld
10.40

12 NOV 1940

Received by me,

George Sullistri
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

REPAIRS.

Sank top plate under aft end of N^o 2 Stacks, doubling plate fitted in way of fracture and D.B.
Sank tested. Shell's deck hatch beam fixed or refitted.

DOCKING. Vessel placed in dry dock, bottom & rudder cleaned, examined, now safe & factory recoated.

Decks, casings, hatches, couplings etc examined & found satisfactory.

Nº 2. Gold generally examined & found satisfactory.

Gruboard rough checked.

REPAIRS, WEAR & TEAR. SHELL. G.12 (FROM FW⁹) SS. was found to be fractured. Fracture used out.

and electrically welded. It is submitted this plate be specially examined next dry docking

PLATES (outer) in way of stem post were found to be fractured on port & starboard sides. Plates red out & electrically welded.

Cement box inside aft Peak Hatch removed & shellwork examined
found satisfactory cement box replaced.

Rudder lifted & bottom & 3rd bushes renewed.

STEERING GEAR. This vessel is not fitted with rod & chain gear.

S.R. LIST. Nothing has been done at this time to testing upper deep tank.

Indented shell plating (P.S.) abreast No 4 hatch and p.s.f. and plates No 16
in 3rd stowage below and Nos 5 & 6 in 4th below sheer (S.S.); permanent repairs
to 2 shell plates in way of aft Peak Tank. These items were examined
& found to be efficient. No oil fuel tanks were examined at this time.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. 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.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight. .																
	Steam																
	Kedge.....																

*Stockless, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]