

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1st APRIL 1942 When handed in at Local Office 7.4.42 Port of GLASGOW
 No. in Reg. Book. 24881 Survey held at GLASGOW Date, First Survey 13TH MARCH Last Survey 27TH MARCH 1942
 on the Wood, Iron or Steel "HARMONIDES" (No. of Visits 5)

TONNAGE: Built at IRVINE By whom AYRSHIRE DKYD. Co. LD. When 1920
 GROSS 5237 Owners BRIT. & S. AMERICAN STM. NAV. Co. LD. Owners' Address —
 UNDER DK. 4775 Managers HOUSTON LINE (LONDON) LD. Port belonging to LIVERPOOL
 NET 3098

Surveyed Afloat or in Dry Dock? BOTH Name of Dock Nº1 GOVAN Destined Voyage —
 WB=Cell DBor DBa feet; uE&B feet; feet; feet
 Total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 116814 Port Liv.

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.

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 YES NOT DESIRED.

Society's Freeboard (if assigned) as painted on Ship and now verified — ft. — ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE, DOCKING, ETC.

DAMAGE Nº1:— Stated to have been sustained through S.S. "SALHAVN" whilst coming alongside in the Holy Loch, collided with the vessel on 6th March 1942.

On examination of vessel afloat found in after well (p.s.) 2nd & 3rd bulwark plates aft of bridge house - set in slightly.

bulwark rail - set in slightly, 3 bulwark stays in way - buckled.

raft skid cleat buckled.

REPAIRS NOW CARRIED OUT:— 2 bulwark plates faired in place, bulwark rail faired in place, 3 bulwark stays removed faired and replaced, raft skid cleat faired in place.

DAMAGE Nº2:— Stated to have been found on 7th January 1942, cause not stated.

On examination of vessel in dry dock found in way of no 3 hold (S.S.)

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed									
Removed and Faired or Repaired									
Faired or Repaired in place									

ENT CONDITION OF THE

Condition of Decks	good	State if Tanks have been examined inside	not examd.	Air and Sounding Pipes	not examd.	Copper, or T.M. of Wood Vessels	—
Condition of Bulkheads	—	State if Tanks now tested	not examd.	Dbing. Plates under Sounding Pipes	—	(State if on Felt.)	—
Condition of Ceilings	—	Bulkheads	good in spaces examd.	Engine Room Skylights	good	When put on. Month	Year
Condition of Plating	efficient	Ceiling	—	Coal Bunkers, Open'gs, Lids, &c.	—	Beats	not examd.
Condition of Rudder	not examd.	Cement or Asphalt (State which.)	not examd.	Oil Bunkers	—	Masts, Ties, &c.	good
Condition of Steering gear and its connections	good	Rudder	efficient	Scuppers	good	Condition, how ascertained	from deck
Condition of Windlass	—	Steering gear and its connections	good	Cargo Hatchways	—	(State if wedges removed)	no.
Condition of Have pumps now been examined and found efficient?	not examd.	Windlass	—	Hatches	—	State	—
Condition of Have Sluice Valves now been examined and found efficient?	not examd.	Have pumps now been examined and found efficient?	not examd.	Planking of Wood Vessels	—	Equipment letter	Y.
Condition of Have Watertight Doors now been examined and found efficient?	not examd.	Have Sluice Valves now been examined and found efficient?	not examd.	Caulking	ditto	Anchors, No. of	3-1
Condition of Have Ventilators and their Coamings been examined and found efficient?	yes.	Have Watertight Doors now been examined and found efficient?	not examd.	Treenails	ditto	Chain Locker	not examd.
		Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no.
				Transoms Pointers, & Crutches	ditto	length stated complete mean diamr. (on board)	—
				Timbers of Frame at openings	ditto	Rule length	—
				Ditto Ditto at other places	ditto	Hawser & Warps	sufficient
				Stringers, Clamps & Shells	ditto	Standing and Running Rigging	good
				Salting	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

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 442 subject to permanent repairs, to bilge plate framing in way of no 3 hold (S.S.); to stem and stem plating; to indented no 4 plate 3rd strake below sheer (S.S.) &c.; to bilge strake plating (p.s.) aft end no 2 hold and no 3 keel plate aft being carried out at Owners convenience, also to rudder mainpiece (E.W 342) being specially examined at next drydocking.

Fee (per Section 29) £ 5 5 0
 Damage or Repair Fee (if any) £ 5 5 0
 Survey Expenses (if chargeable) £ —
 Surveyor's Fee (if any) £ —

Fees applied for
 Received by me,
19

R.D. Campbell
 Surveyor to Lloyd's Register of Shipping.

LICENCE CASE
 Committee's Minute GLASGOW 8 APR 1942
 Character Assigned 100 A1

Lloyd's Register
 Foundation

W178-0210

DAMAGE NO 2 CONTD:- 1 bilge plate set in slightly, 4 frames - set in slightly
nos 8, 9, 10 & 11 bilge brackets from fore bulkhead no 3 hold (S.S) slightly buckled.
As this damage is of a minor nature and is now satisfactory for the
present. It is submitted that permanent repairs in way of bilge in
no 3 hold (S.S) be carried out at the Owners convenience.

DOCKING.

NOW DONE :- Vessel placed in dry dock, bottom & rudder cleaned, examined, now efficient, and re-coated.

REPAIRS WEAR & TEAR:- Bilge strike plate abreast No 2 hold aft (p.s) built up by electric welding in way of a number of rivets. A number of rivets set up on keel plate at fore end of No 1 hold. A number of rivets set up and landings caulked in way of No 3 hold bilge (S.S)

STEERING GEAR SPARES :- Rod and chain steering gear, generally examined and found satisfactory. The Owners representative stated steering gear was opened up and examined 6/10/41.

Auxiliary steering gear generally examined and found satisfactory.

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

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 ...																	
2nd ..																	
3rd ..																	
Collective Weight. .																	
Stream																	
Kedge.....																	

CHAIN CABLES.

Nothing has been done at this time re-permanent repairs to stem and stem plating, or to indented No 4 plate 3rd strike below sheer (s.s.) &c;
Nothing has been done at this time re-permanent repairs to bilge strike plating (p.s) aft end of No 2 hold and No 3 keel plate aft. These are now efficient for the present, and still remain to be dealt with at Burners convenience.
Rudder main piece (electrically welded 9.41). This has been specially examined at this time and found to be fractured. The fracture has now been reed out and re-electrically welded, and is now satisfactory for the present.

It is submitted that this ^{E.W.} be specially examined at next drydocking

Licence No R.3736 dated 10th March 1942 supervised