

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....19... When handed in at Local Office.....19... Port of LIVERPOOL
No. in Survey held at Liverpool Date, First Survey 31/8/40 Last Survey 2/9/1940
Reg. Book. (No. of Visits 2)

72474 on the Wood, Iron or Steel LC CLONLARA

TONNAGE:— Built at Dundee By whom Baldon S. B. & E. Co. Ltd When 1926-4
GROSS 1203 Owners Limerick S. S. Co. Ltd Owners' Address
UNDER DE. 984 Managers J. G. H. Roycroft (if not already recorded in Appendix to Register Book).
NET 485 Port belonging to Limerick

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Herculeum Destined Voyage

Cell DBor DBa feet; uE&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. 113011 Port Liv

(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 } — ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition

The vessel placed in dry dock, the shell plating rudder cleaned examined and recoated.

Generally examined hatchways, ventilator coamings, casings, decks & general equipment.

The rudder lifted for examination, pintles hardened up, & bottom brush renewed. Minor wear & tear repairs carried out.

S. R. list Plating etc (SS) (set in) has been examined, and found to remain efficient meantime.

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 <u>good</u>	Bulkheads <u>-</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>	When fitted, Month <u>✓</u> Year
Coamings <u>"</u>	Cement or Asphalt <u>-</u>	Oil Bunkers <u>-</u>	Boats <u>good</u>
Beams & Fastenings <u>good</u>	Rudder <u>good</u>	Souppers <u>-</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>good</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Frames <u>-</u>	Have pumps been examined and found efficient? <u>-</u>	Planking <u>-</u>	Equipment letter <u>9</u>
Reverse Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>-</u>	Anchors, No. of <u>3-1</u>
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>-</u>	Treenails <u>-</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>-</u>	" length <u>stated</u> mean diamr. (on board)
Floors <u>-</u>	Air and Sounding Pipes <u>-</u>	Transoms, Pointers & Crutches <u>-</u>	" Rule length <u>complete</u>
Keelsons <u>-</u>	Doubling Plates under Sounding Pipes <u>-</u>	Timbers of Frame at openings <u>-</u>	Chain Locker <u>-</u>
Stringers <u>-</u>		" at other places <u>-</u>	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>-</u>		Stringers, Clamps & Shelves <u>-</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been examined internally? <u>-</u>		Setting (State if examined.) <u>-</u>	Sails <u>-</u>
Have the Tanks been tested? <u>-</u>			

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 good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 9,40 subject to plating etc (SS) (set in) being permanently repaired at first convenient opportunity.

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

Committee's Minute

Character Assigned

100A1 Subject
B.S.9.40.

17 SEP 1940

Surveyor to Lloyd's Register of Shipping.



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