

(Received at London Office

13 OCT 1942

No. 51763.

# REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 10.10.1942 When handed in at Local Office 10.10.1942 Port of London  
Survey held at London Date, First Survey 9.42 Last Survey 24.9 1942  
on the Wood, Iron or Steel Iron (No. of Visits 3)

TONNAGE 7628 Built at Port Glasgow By whom Hamilton & Co. Ltd. YEAR 1940 MONTH 9  
Owners Donsie P. & Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)  
Managers Port of London Ship Management Co. Ltd. Port belonging to London

eyed Afloat or in Dry Dock? Both Name of Dock King George Dock Destined Voyage ✓  
Bor DBa feet: uE & B feet: f feet: f  
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.

st Report, No. 3165 Port C.T.C.

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete  
e Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations  
d subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to  
her causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the  
placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.  
ate also the dates and initials of any letters respecting this case.

amage 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 Owners

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Damage  
WORK DONE Vessel placed in dry dock. Bottom &  
under cleaned, examined, found in an efficient  
condition & repaired.

C.R. 155 Inspected Hull plates F 3, J 3 (P.S.) & H 41  
T 5 (S.S.) specially examined together with previously  
noted corrosion of rivet points & of Hull plating in  
Keel & "A" frames forward, all of which was found to  
remain efficient. Inspected stem plating also found efficient.  
FIRE DAMAGE. (See Cape Town Report 11.2.42)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓			<u>3 Latex bands, odd rivets</u>
Fair'd or Repaired in place								<u>Navigation wiring. (Part)</u>

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Working of Decks	<u>good</u>	<u>good</u>	<u>(State if on Felt.)</u>
Paintings	<u>good</u>	<u>Coal Bunkers, Openings, Covers, &amp;c.</u>	<u>When fitted, Month</u> <u>Year</u>
Rims & Fastenings	<u>good</u>	<u>Oil Bunkers</u>	
Side Plating	<u>efficient</u>	<u>Scuppers</u>	<u>Boats</u> <u>good</u>
" in way of sidelights	<u>✓</u>	<u>Cargo Hatchways</u>	<u>Masts, Yards, &amp;c.</u> <u>good</u>
Frames	<u>good</u>	<u>Hatches</u> <u>good</u>	<u>Condition, how ascertained</u> <u>from deck</u>
Reverse Frames	<u>✓</u>	<u>Planking</u>	<u>Equipment letter</u> <u>at 2.</u>
Longitudinals	<u>✓</u>	<u>Caulking</u>	<u>Anchors, No. of</u> <u>2. 1.</u>
Inverses	<u>✓</u>	<u>Treenails</u>	<u>Cables (State if now ranged)</u> <u>no</u>
Stems	<u>✓</u>	<u>Breasthooks &amp; Stemson</u>	<u>" length</u> <u>less than mean diam.</u> <u>(W.E.)</u>
Elsons	<u>✓</u>	<u>Transoms, Pointers &amp; Crutches</u>	<u>" Rule length</u> <u>size</u> <u>stated.</u>
Stringers	<u>✓</u>	<u>Timbers of Frame at openings</u>	<u>Chain Locker</u> <u>✓</u>
Inner Bottom Plating	<u>✓</u>	<u>" at other places</u>	<u>Hawsers &amp; Warps</u> <u>Sufficient</u>
Have the Tanks been examined internally?	<u>✓</u>	<u>Stringers, Clamps &amp; Shelves</u>	<u>Standing and Running Rigging</u> <u>good</u>
Have the Tanks been tested?	<u>✓</u>	<u>Salting</u> <u>(State if examined.)</u>	<u>Sails</u> <u>✓</u>
	<u>Bulkheads</u>		
	<u>Ceiling</u>		
	<u>Cement or Asphalt</u>		
	<u>Rudder</u>		
	<u>Steering gear and its connections</u>		
	<u>Windlass</u>		
	<u>Have pumps been examined and found efficient?</u>		
	<u>Have Sluice Valves been examined and found efficient?</u>		
	<u>Have Watertight Doors been examined and found efficient?</u>		
	<u>Have Ventilators and their Coamings been examined and found efficient?</u>		
	<u>Air and Sounding Pipes</u>		
	<u>Doubling Plates under Sounding Pipes</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 :-  
survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."  
Eligible in my opinion to remain as classed  
with fresh record of survey 9.42 Subject to indication  
of stem plating & F 3, J 3 (P.S.), H 41, T 5 (S.S.)

Survey Fee (per Section 29) FIRE DAMAGE 2 2:0  
Special Damage or Repair Fee (if any) ✓ 3:0  
Travelling Expenses (if chargeable) ✓  
Second Surveyor's Fee (if any) ✓  
Committee's Minute TUE. 3 NOV 1942  
Character Assigned 100%  
Fitted for full survey

Fees applied for, 12 OCT 1942

Received by me, 19

A.D. Shuman

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W191-0003

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S/P LUNWORTH HILL

An examination made of the 11.2 bds after discharge  
of cargo, with particular reference to the region of  
the join on the 11th side previously reported by  
the Cape Town Surveyor.

The damage sustained was found to be slight & confined mainly to about 700 feet of cargo battens in the lower hold, more or less chanced, & slight buckling of the tween deck 11'1 stringer plate & 11'2 deck plate in the adjacent strake (from fwd. bulkhead). Four beams in way were found slightly distorted.

Permanent repairs have been deferred, the structure being considered efficient in the mean time.

Navigation Lighting & Signal Circuits damaged by fire (S. R. L. 116.) partly renewed & now placed in good order.

## ENEMY ACTION DAMAGE

Damage stated to have been caused by enemy action in course, 18/19 Aug. 1942.

3 Late beams of the 11.5 latitude from  
distorted, caused apparently by drifting of magno.

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

If Patent state name of Patentee.

If 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]

things. The explosion in the vicinity of the vessel

Have have now been removed, "Pickett's family"  
 & about 40 other birds in the 1st 2 lots (1st)  
 removed. Some minor repairs effected.

23 The Annual Lead Line Survey has been carried out & completed.