

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 11.10.42 When handed in at Local Office 11.10.42 Port of London
 in Survey held at London Date, First Survey 9.42 Last Survey 24.9 1942
 Book. on the Wood, Iron or Steel Iron (No. of Visits 3)
 TONNAGE 7628 Built at Port Glasgow By whom Wm. Hamilton & Co. Ltd. When 1940 MONTH 9
 Owners Diesel S.P. Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book)
 Managers London Ship Management Co. Ltd. Port belonging to London
 Laid up Afloat or in Dry Dock? Both Name of Dock King George Dock Destined Voyage ✓

BorDBa _____ feet; uE & B _____ feet; f _____ feet
 capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>11.10.42</u>	<u>9.40</u>
<u>with fuel tank</u>	<u>8.41.75-66</u>
<u>"Uniform"</u>	
<u>Fitted for Oil fuel 9.40</u>	
<u>F.P. above 150°F.</u>	
<u>Society's Freeboard (if assigned) as painted on Ship and now verified</u>	<u>ft. 3 ins.</u>

N.B. All alterations in the existing records should be underlined.
 Last Report, No. 3165 Port C.T.C.

Medical 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 placement 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.

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.

REPAIRS, 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. 150. Inspected shell plates F 3, J 3 (P.S.) & H 41
T 5 (S.S.) specially examined together with provisions of noted condition of rivet joints & of shell plating in hull & "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) See Over

PRIMARY 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>ENEMY ACTION: 3 Latex tanks, old wires to navigation wiring. (Part)</u>
Fair'd or Repaired in place							

PRESENT CONDITION OF THE

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

Survey Fee (per Section 29) FIRE DAMAGE 2: 2: 0
ENEMY ACTION DAMAGE
 Special Damage or Repair Fee (if any) (per Sec. 29) 3: 3: 0
 Travelling Expenses (if chargeable) _____
 Second Surveyor's Fee (if any) _____

Fees applied for, 12 OCT 1942
 Received by me, A. H. [Signature]
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 NOV 1942
 Character Assigned 1000
Subject
Fitted for oil fuel



Is Certificate required? If so, to be sent to

W192-0003

3183

S.S. "LULWORTH HILL"

An examination made of the 11:2 hold after discharge of cargo, with particular reference to the repair of the fire on the 11th side previously reported of the Cape Town Surveyor.

The damage sustained was found to be slight & confined mainly to about 400 feet of cargo battens in the lower hold, more or less chanced, & slight buckling of the timber 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. 11:1) partly renewed & now placed in good order.

OTHER ACTUAL DAMAGE.

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

3 hatch beams of the 11:5 hatchway found distorted, caused apparently by shifting of cargo.

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Though the explosion in the vicinity of the vessel there have now been renewed, pockets found & about 40 shell mounds in the 11:2 hold (11:1) renewed. Some minor repairs effected.

The Annual Sea Line Survey has been carried out & completed.

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.

