Rpt. 8. No. [redacted] (Received at London Office 1 JUL 1942) No. 2 42

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report June 1 1942 When handed in at Local Office June 1 1942 Port of New York.

No. in Reg. Book. 28123. Survey held at Brooklyn, New York Date, First Survey 11th May Last Survey 14th May 1942. (No. of Visits FOUR)

on the Wood, Iron or Steel S.S. "MARGOT"

TONNAGE:— GROSS 4545. UNDER DK. 4303. NET 2917.

Built at Port Glasgow By whom Fairfields Ltd. When 1926 (YEAR) 12 (MONTH).

Owners W. Valmar S.S. Co. Ltd. Owners' Address –

Managers Kaye Son & Co. Ltd. (if not already recorded in Appendix to Register Book). Port belonging to London.

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

CellDBorDBa ..... 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. 117595. 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.

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

Character ✠ for Special Survey; Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1 9-41.	✠LMC 9-37
S.S. Yld No. 3. 6-39.	B.S. 9-41.
	T.S. Cl. 8-39
Fitted for oil fuel 12-26.	
F.P. above 150°F.	

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.

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 Damage stated to have been sustained by grounding in Cape Cod Canal on 8th May 1942. on a voyage from Halifax to New York.

Now Done: Soundings of tanks & bilges taken; also examined records of soundings & found no evidence of leakage.

No. 2 Hold. Bilge suction closing lengths of No. 1 Hold bilges, port & stard renewed at No. 2 hold after bulkhead.

Bilge suction closing length of No. 1 Hold Bilge port, renewed at No. 2 Hold forward bulkhead.

Bilge suction closing length of No. 1 Hold Bilge stard. repaired at No. 2 Hold forward bulkhead.

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

Confined to above Survey

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 *is No.* 1-38."

This vessel is in good condition & eligible in my opinion to remain as classed without fresh record of survey, subject to bottom plating being specially examined at next dry docking, also subject to frame brackets etc. (S.S.) in boiler room, fidley & boiler room bulkheads (Port, Star^d and Ford) P.T.O.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Sec. 29) $30. : :

Travelling Expenses (if chargeable) £ : :

Second Surveyor's Fee (if any) £ : :

Fees applied for, May 19 1942
Received by me, June 5 1942

R. Lockhart.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 3 1942 J.E.J.

Character Assigned Referred for Dry Docking (Grounding)

Is Certificate required? If so, to be sent to

(PRINTED ... (The Surv...)

S.S. "MARGOT" Contd.

Bilge suction pipes to Nos. 1 & 2 hold bilges disconnected & cleared; bilges cleaned.

Bilge suctions to all hold bilges satisfactorily tested.

It is recommended that the vessel be specially examined at next dry docking, on account of the grounding in Cape Cod Canal. (8th May 1942).

S.R.L. Not dealt with at this time.

RL

General Observations, Opinion as to Class, Recommendation Etc. Contd.

being permanently repaired (Fire Damage). At first convenient opportunity, indented bottom plating forward and plating (P.S.F.) No. 1 Hold after bulkhead to be stiffened horizontally first convenient opportunity and to be stripped and permanently repaired next S.S. Stern Frame (E.W. 4-40 & 9-41) and rudder stock (E.W. 4-40) being specially examined next dry docking; Engine Room Tanks to be examined & repaired at first opportunity.

RL

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers. (If Stockless, state Mechanical Test.)	Where and when tested and Superintendent.
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Steam																
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire											

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.