

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Max 16<sup>th</sup> 1922 When handed in at Local Office Max 16<sup>th</sup> 1922 Port of Falmouth

No. in Survey held at Falmouth Date, First Survey 30<sup>th</sup> Jan Last Survey 15<sup>th</sup> Mar 1922  
Reg. Book.

30182 on the Wood, Iron or Steel Twin Screw Steamer "Norfolk" Master ca "Saberland"

TONNAGE:-  
GROSS 10973 Built at Vege sack By whom Bremen Vulkan When 1918  
UNDER DK. 10117 Owners Federal Steam Nav. Co Ltd Port belonging to London  
NET 6901 Owners' Address As recorded  
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Falmouth No 30182 Destined Voyage Liverpool

WB=CellDBorDBa feet; uE&B feet; f feet; }  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3 (see Secretary's letter M 24<sup>th</sup> June 1921)

Examination. Vessel placed in Dry Dock. Bottom cleaned and coated. Holds and Peaks cleared for examination. The whole of the frames, stringers, books, Nelson engine and Boiler Bearers, ends of beams, watertight bulk heads, rivets and inner surface of outside plating exposed. Condition of plating in way of sidelights examined. Coal bunkers cleared for examination ceiling lifted. The bilges and limbers in the Engine and Boiler space cleaned out and examined. The vessel being clear of rust the condition of shell plating examined throughout and found good and well coated. Ballast tanks tested to height of light water line by water pressure (no ceiling fitted on A.B.) Peak tanks tested by height of water 8ft above crown of tank. All water ballast tanks cleaned out inside and examined. Decks, end, masts, spans and rigging

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks	State if Tanks have been examined inside <u>Yes</u>	Engine Room Skylights	When put on, Month
Waterways	State if Tanks now tested <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Coamings	Bulkheads <u>Good</u>	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Ceiling <u>whipped</u>	Cargo Hatchways	Condition, how ascertained <u>Li' dck</u>
Outside Plating	Cement or Asphalt <u>Good</u>	Hatches	(State if wedges removed) <u>none</u>
Caulking of ditto	Rudder	Planking of Wood Vessels	Sails
Rivets	Steering gear and its connections	Caulking ditto	Equipment letter
Breasthooks & Crutches	Windlass	Treenails ditto	Equipment letter
Transoms	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of <u>3 B. 1 S</u>
Frames	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged) <u>Yes</u>
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	length <u>330 ft</u> size <u>2 3/4</u>
Floors		Ditto ditto at other places ditto	Rule length size
Keelsons		Stringers, Clamps & Shelves ditto	Hawser & Warps <u>Good</u>
		Salting ditto	Standing & Running Rigging

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in good condition and eligible in my opinion to have the notation S.S. No 3 assigned her in the Register Book.

Survey Fee (per Section 28)	£ 7	150	0	0	Fees applied for, 7/4/1922
Special Damage or Repair Fee (if any) (per Sec. 29)	£				Received by me, J. Hand
Travelling Expenses (if chargeable)	£	16			27/4/22
Second Surveyor's Fee (if any)	£				

Committee's Minute  
Character Assigned see minute on J.C. report

FRI. 7 APR 1922  
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W202-0528

This Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

This Certificate requires... If so, to be sent to

