

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report

27/8/42

When handed in at Local Office

Port of

LIVERPOOL

Survey held at

LIVERPOOL

Date, First Survey

21/8/42

Last Survey

24/8/1942

908 on the Wood, Iron or Steel

ORCADES

ONNAGE:-

23456

Built at

Barrow

By whom

Vickers Armstrongs Ltd

When

YEAR.

MONTH.

1937

7

S. 23456

Owners

Orient Steam Nav. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

R DK. 13096

Managers

14029

Port belonging to

London

eyed Afloat or in Dry Dock?

afloat

Name of Dock

Hutchinson Bondage

Destined Voyage

DBorDBa

feet; uE&B

feet; f

feet; f

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

Capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

B. All alterations in the existing records should be underlined.

Report, No. 65610. Port GLS.

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 relating to this case.

image cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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?

IRS, OR EXAMINATION AS PER RULE, FOR

ADVANCEMENT OF S.S. No 1 & S.R. LIST.

Visual afloat.

S.S. NOW DONE:-

Examined decks engines boiler spaces below boilers
after peaks internally first after peak spaces Nos 2 & 7 (posca) DB tanks internally
hatchways, access supports, tarpaulins; cleared battering arrangements, air sounding
as they apply, vents, pumps, W.Y. doors, equipment, boats & received from board
building removed as required.
Listed Nos 1, 2, 4, 5, 6, 8 & 9 DB tanks, peak tanks, & all deep fresh water, oil fuel settling
tanks except 8A (ps) FW tank.

ARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

ENT CONDITION OF THE

ing of Decks good
-do-
ngs -do-
s & Fastenings where used good
le Plating
in way of sidelights where used good
se Frames
tudinals
verses where examined good
ons -do-
gers -do-
Bottom Plating -do-
the Tanks been examined internally accept
the Tanks been tested? -do-

Bulkheads good
Ceiling -do-
Cement or Asphalt where used good
Rudder
Steering gear and its connections good
Windlass
Have pumps been examined and found efficient? Yes
Have Sluice Valves been examined and found efficient? Yes
Have Watertight Doors been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Yes
Air and Sounding Pipes where used good
Doubling Plates under Sounding Pipes -do-

Engine Room Skylights good
Coal Bunkers, Openings, Covers, &c.
Oil Bunkers
Scuppers good
Cargo Hatchways -do-
Hatches -do-
Planking
Caulking
Treenails
Breasthooks & Stemson
Transoms Pointers & Crutches
Timbers of Frame at openings
" " at other places
Stringers, Clamps & Shelves
Salting (State if examined.)

Copper, or Y.M. (State if on Feet.)
When fitted, Month Year
Boats good
Masts, Ropes, &c. -do-
Condition, how ascertained from deck (State if wedges removed.) no
Equipment letter
Anchors, No. of 3-1
Cables (State if now ranged) no
length (on board) mean diam. ✓
Rule length size ✓
Chain Locker ✓
Hawsers & Warps good
Standing and Running Rigging -do-
Sails ✓

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."

is vessel as far as now seen is in an efficient condition & eligible in my opinion to remain as classed with
sh record of survey but with notations S.S. No 1-42 when drydocking & windlass examination carried
it & subject to permanent repairs & plating in M & N strakes (S.S. amidships) etc being dealt with
first convenient opportunity

Survey Fee (per Section 29)

£

18

Fees applied for,

28 AUG 1942

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

£

Received by me,

19

Travelling Expenses (if chargeable)

£

and Surveyor's Fee (if any)

£

Surveyor to Lloyd's Register of Shipping.

LICENCE CASE

LIVERPOOL

1 SEP 1942

Committee's Minute

Character Assigned

Deferred for Completion, Boiler Survey etc.

An appreciable quantity of wood dunnage caulked & packed.
Minor foreboard & voyage repairs effected.

PROGRESSIVE SURVEY OF TANKS:- Rule requirements remain to be carried out except for examination of hulls

✓ Nos 1, 2, 3, 4, 5, 6, 7 (pos. cu) 8 & 9 DB tanks.

duct keel & cofferdams aft of No 4 & forward of No 6 DB tanks,

No 4A, 4B, 7B, 7C, 8A, 8B & 9A dup fresh water tanks &

A8 B1 B2 B3 & B4 deep fuel oil tanks internally.

(The Owners representative states that A, 2, 3, & deep tanks were examined 14/4/39)

All WB tanks, peak tanks, deep fresh water, soil fuel & settling tanks tested.

S.R. LIST: ~ Vessel afloat. No opportunity afforded for examination of plating in "M & N" strakes (S.S. amide.)

TO COMPLETE SURVEY:~ Vessel to be examined in drydock. ^{Winnipeg} Winlocks to be examined. The Owners representative stated that vessel would be drydocked on vessel's return in about 3 months time & the freeboard certificate has been issued accordingly for 4 years.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.