

COPY

No. [redacted]

17

2 JUL 1943

Sydney, N. S. W.

31464

31/12/42

31/12/42

23/9/42

25/12/42

Sydney N.S.W.

T.S.S. **PORT FUELLAND**

Gulfport

Workman Clark & Co.

1922-3

8789
7697
5515

- June 2d

London

afford

910

4110

cl's w.

100 AI

+ LMC

Shaded dk. with frost

MS 10, 35

12, 42 NSW

BS 5, 42

SS Lw 203-6, 36

TS. 66 12, 60

SS Lw 201-38

Tonnage opening

closed 21 (U.E.).

K

Examination of Hull Repairs and Repair to Insulation

(Damage Report dated 29/12/42 - Thinned)

At the request of Lloyd's Agents & with the consent of the Owners, examined the temporary repairs carried out at Southampton, about June 1942 (see Southampton Surveyors Cert. dated 26/6/42) and recommended repairs to insulation etc. It is noted to have been damaged as a result of the collision. In consequence of the shortage of refrigerated cargo space, it was deemed to proceed with the repairs necessary to enable the vessel to carry refrigerated cargo in the forward holds. At the time it was convenient to commence repairs in the holds, no dry dock was available for the purpose of making an examination of the vessel, but an examination of the hull was

F.R.C.

Survey confined to the above

This Vessel, as far as seen, is now in good condition - eligible in my opinion to remain as cleared, subject to indented plating (port side) & 35' from Forward (starboard side), permanent repairs abreast forward end of No. 4 hatch at Owners convenience & to plating etc in way of No. 2 hold, deck plating etc (Collision) at Owners convenience.

31-10-0

20/12/42

(Sgd) Jas. C. [redacted]

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FRI. 23 JUL 1943

As now Subject.



Lloyd's Register Foundation

W210-0150

made internally & externally as far as possible, in order to determine whether further repairs were considered necessary to the hull. This survey was made while the vessel was at sea in Sydney Harbour and the repairs carried out at Southampton were found efficient and in my opinion permanent repairs to shell plating etc may be deferred until the Owner's convenience.

The insulation of No 2 Hold (which is not classed) & the brine piping in Nos 1, 2 & 3 holds & the No 4 tween decks were dealt with as detailed in the attached damage report.

(Sgd) Jas C. Kirkine.



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