

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21 5 1940 When handed in at Local Office 21 5 1940 Port of Sunderland
No. in Survey held at Sunderland Date, First Survey 2nd May Last Survey 16th May 1940
Reg. Book. 73610 (No. of Visits)

23708 on the Wood, Iron or Steel

TONNAGE:-
GROSS 339
UNDER DECK 267
NET 130

Built at Dublin

By whom Dublin Dryd Co.

When 1905 - 11

Owners Efford & S. & Co. Ltd.

Owners' Address 7/13 Creechurch St. E.C.3.

Managers

Port belonging to London

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Greenwells D.D. Destined Voyage

Cell D Bor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

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

Last Report, No. 108518 Port Lon

(Periodical 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 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 Superintendent,

not required.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by collision with S.S. "Grange Park" off Southend on the 16th March, 1940.
(See also Lon Rep No 108518).

Now done. Vessel placed in dry dock the bottom & rudder cleaned, examined & recoated & the following repairs carried out:-

Starboard side
Shell plates E8, F8, H1 (R&D side) & J2 (bridge side) renewed.
" " G7 renewed, faired & replaced. Shell mouldings repaired.
After length large keel plate & shell bar renewed.
Top & bottom keeling angles cropped & part renewed. 2 lengths wood keeling & face plates renewed.
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	4	3 part					1	Bulkheads, Stringer lugs, etc.
Removed and Faired or Repaired					2 half			
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	Bulkheads	✓	Engine Room Skylights	good	Copper, or Y.M.	✓
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	✓
Coamings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	Year
Beams & Fastenings	✓	Rudder	good	Scuppers	✓	Boats	good
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	good	Masts, Yards, &c.	"
" " in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	✓	Have pumps been examined and found efficient?	✓	Planking	✓	(State if wedges removed)	F
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	28 15
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Anchors, No. of	28 15
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stemson	✓	Cables (State if now ranged)	✓
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	" length Reported mean diamr.	✓
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" Rule length size	✓
Stringers	✓			" " at other places	✓	Chain Locker	✓
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	✓	Hawsers & Warps	complete
Have the Tanks been examined internally?	✓			Salting	(State if examined.)	Standing and Running Rigging	good
Have the Tanks been tested?	✓					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."

This vessel is in efficient condition & eligible in my opinion to remain as classed with record of survey 5.40 subject to 2 lower anchors being supplied at the first opportunity

Survey Fee (per Section 20)	£	Fees applied for	1940
Special Damage or Repair Fee (if any)	10 : 10 : 0	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

2 100A subject
5.40 Cargo bunks not fitted

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Staring gear lead blocks removed, failed & replaced.

Casing coaming doubled on starboard side at after end

Gen Rep No 108518 - Nothing has been done meantime with regard to the anchors.

The decks, hatches, ventilators & covers, deck openings: the equipment examined generally. Treibst rough checked.

The vessel has been sold to the Efford S S Co Ltd

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 ...													If Patent state name of Patentee.		
	2nd „															
	3rd „															
	Collective Weight. .															
	Stream															
	Kedge.....															

Stockless state Mechanical Tests

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

CHAIN CABLES.

[illegible]

It is not intended to change the vessel's name or port of registry.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.