

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/5/39 When handed in at Local Office 31/5/39 Port of Southampton.

No. in Survey held at Southampton. Date, First Survey 11/10/38 Last Survey 23/5/1939.
Reg. Book. (No. of Visits 9)

6654 on the Wood, Iron or Steel Twin Sc. Sch. "SONA"

TONNAGE: Built at Southampton. By whom Empert & Nicholson's Ltd. When 1922 - Y.

GROSS 519.59

Tonnage 555

NET 247.49

Owners

Lord Camrose.

Owners' Address As recorded.

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

Managers

Port belonging to Southampton.

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Empert & Nicholson's Ltd. Destined Voyage

WB=Cell DBorDBa 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. 17043 Port Sou

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

CHARACTER. X for Special Survey. Date of last survey and of Periodical Surveys.	Year Assigned new expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		LMCS, 35
5,38		LMC(m) 5,38
A.5.5004,37.		55,38.
55500N.3 5,35		Oil Eng

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

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

SPECIAL SURVEY N°1.

Now done: Vessel placed on slipway, keel bottom + rudder cleaned (bottom chipped to bare steel + rudder unchipped) examined, found or now placed in satisfactory condition + recoated. Topsides, decks, casings, coamings, skylights + companions, masts, windlass, anchors + cables (ranged) pumps, steering gear + its connections, ventilators + their coamings, boats + general equipment examined + all found or now made good. Interior of vessel cleared for survey as called for, ceiling panelling + linings removed as requested, cement tested + removed in places, ballast shifted. Steelwork in peaks, stores, chain locker, crew + officers quarters, machinery spaces + throughout accommodation cleaned, oxidation removed, examined, found good + recoated as necessary. Weather deck caulking tested + found satisfactory. OF + FW tanks examined internally, found or now placed in good order.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								P.T.O.
Removed and Fair or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good.	State if Tanks have been examined inside	Yes.	Air and Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	Do.	State if Tanks now tested	Yes.	Dbng. Plates under Sounding Pipes	Do.	(State if on Felt).	—
Coamings	Do.	Bulkheads	Good.	Engine Room Skylights	Do.	When put on, Month	Year
Beams & Fastenings	Do.	Ceiling	Do.	Coal Bunkers, Open'gs, Lids, &c.	—	Boats	Good.
Outside Plating	Do.	Cement or Asphalt	Do.	Oil Bunkers	Good.	Masts, Yards, &c.	Do.
" " in way of sidelights	Do.	(State which.)	Do.	Scuppers	Do.	Condition, how ascertained	Examination
Reasthooks	Do.	Rudder	Do.	Cargo Hatchways	—	(State if wedges removed)	Yes.
Transoms	—	Steering gear and its connections	Do.	Hatches	—	Sails	—
Frames	Good.	Windlass	Do.	Planking of Wood Vessels	—	Equipment letter	—
Reverse Frames	Do.	Have pumps now been examined and found efficient?	Yes.	Caulking	ditto.	Anchors, No. of	5.
Longitudinals	—	Have Sluice Valves now been examined and found efficient?	—	Treenails	ditto.	Chain Locker	Good.
Transverses	—	Have Watertight Doors now been examined and found efficient?	—	Breasthooks & Stemson	ditto.	Cables (State if now ranged)	Yes.
Floors	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms Pointers, & Crutches	ditto.	" length 180ft. mean diam. 1 1/2"	—
Keelsons	Do.			Timbers of Frame at openings	ditto.	" (on board)	—
Stringers	Do.			Ditto Ditto at other places	ditto.	" Rule length	—
Inner Bottom Plating	—			Stringers, Clamps & Shells	ditto.	Hawser & Warps	Good.
				Salting (State if examined.)	ditto.	Standing and Running Rigging	Do.

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptxd24, &c."

This vessel is in good and efficient condition, and eligible, in my opinion, to remain as classed, with fresh record of survey 5,39, and the notations A5.500 5,39.
55.500 N°1-39.

Survey Fee (per Section 20) £ 18 : 7 : 6

Special Damage or Repair Fee (if any) (per Sec. 20) £ — : — : —

Travelling Expenses (if chargeable) £ — : 2 : 6

Second Surveyor's Fee (if any) £ — : — : —

Fees applied for,

31/5/1939.

Received by me,

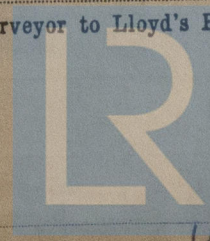
10.6.1939

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

FRI 9 JUN 1939

100A1 (Yacht)
A5.5.39Lloyd's Register
Foundation

W319-0126

Is Certificate required? If so, to be sent to Southampton. Answered

Thereafter tested as per Note with satisfactory results.

Repairs now done:- Local pitting in bottom of port main oil tank electrically welded flush. Middle water pump flange rebushed. One keel bar rivet & one shell neck renewed. Minor local pitting on bottom plating flushed off by electric welding.

W. R.

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.