

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.

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

TONNAGE: Built at Southampton. By whom Empert Nicholsons L. When 1922 - Y.

GROSS 519.59. Owners Lord Camrose. Owners' Address As recorded.

NET 247.49. Managers. Port belonging to Southampton.

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Empert Nicholsons L. Destined Voyage

WB=Cell DBorDBa 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)

Table with columns: CHARACTER, Year Assigned, Machinery and Boiler Surveys. Includes classification codes like 100A7, 5,38, A.5.50U4,37, 5550U N°3 5,35, LMCS,35, LMC(m) 5,38, 55,38, Oil Eng.

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

(Periodical Surveys, when held, must be reported in detail and verbatim 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

Society's Freeboard (if assigned) as painted on Ship and now verified

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: Table with columns: Shell Plates, Frames, E. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items. Includes rows for Renewed, Removed and Fairred or Repaired, Fairred or Repaired in place.

PRESENT CONDITION OF THE

Table with columns: Decks, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Breasthooks, Transoms, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, State if Tanks have been examined inside, State if Tanks now tested, Bulkheads, Ceiling, Cement or Asphalt, Rudder, Steering gear and its connections, Windlass, Have pumps now been examined and found efficient?, Have Sluice Valves now been examined and found efficient?, Have Watertight Doors now been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Dblng. Plates under Sounding Pipes, Companion, Engine Room Skylights, Coal Bunkers, Open'gs, Lids, &c., Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking of Wood Vessels, Caulking, Treenails, Breasthooks + Stems, Transoms Pointers, & Crutches, Timbers of Frame at openings, Ditto Ditto at other places, Stringers, Clamps & Shelves, Salting, Copper, or Y.M. of Wood Vessels, Boats, Masts, Yards, &c., Condition, how ascertained, Sails, Equipment letter, Anchors, No. of, Chain Locker, Cables, Hawser & Warps, Standing and 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, 1,24," or "to remain as classed and to have record of survey. 1,24, and the notations of 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 A5.50U 5,39. 55.50U N°1-39.

Survey Fee (per Section 20) £ 18 : 7 : 6 Special Damage or Repair Fee (if any) £ Travelling Expenses (if chargeable) £ Second Surveyor's Fee (if any) £

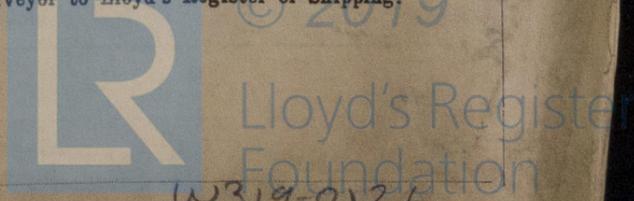
Fees applied for, 31/5/1939. Received by me, 10.6.1939

Surveyor to Lloyd's Register of Shipping.

Committee's Minute Character Assigned

FRI 9 JUN 1939

100A1 (Yacht) A5.5.39



W319-0126

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

