

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 30/4/1935 When handed in at Local Office 30/4/1935 Port of LIVERPOOLNo. in Survey held at Liverpool Date, First Survey 22/2/35 Last Survey 17/4/1935  
Reg. Book. (No. of Visits) 670769 on the Wood, Iron or Steel T.S.M.V. "ACCRA"TONNAGE: Built at Belfast By whom Harland & Wolff Ltd. When 1926 8  
GROSS 9337 Owners Eden Sempster Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 6816 Managers (if not already recorded in Appendix to Register Book).  
NET 5471 Port belonging to LiverpoolSurveyed Afloat or in Dry Dock? Both Name of Dock Queens D.D. Destined Voyage (if not already recorded in Appendix to Register Book).WB=Cell DBor DBa 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. 105201 Port Liv

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Docking and Alterations  
Vessel placed in drydock, bottom and rudder cleared, examined and recoated.Decks, Hatch coamings, casings and ventilators examined and found in order.Alterations.Steelwork of No 3 lower green deck thoroughly sealed and coated and examined previous to alterations being made to carry cargo, fruit in a refrigerated chamber. Oil fuel bunkers P15 in way of the refrigerated space tested and found tight, before the chamber was insulated. A horizontal W.T. door was fitted to

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Pl. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>no</u>	Air and Sounding Pipes <u>✓</u>	Copper, or Y.M. of Wood Vessels (State if on Felt) <u>no</u>
Caulking of Decks <u>✓</u>	State if Tanks now tested <u>oil fuel bunkers</u>	Dblg. Plates under Sounding Pipes <u>✓</u>	When put on, Month <u>no</u> Year <u>no</u>
Coamings <u>✓</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Boats <u>no</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Masts, Yards, &c. <u>good</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which) <u>✓</u>	Oil Bunkers <u>good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>✓</u>	Rudder <u>good</u>	Scuppers <u>✓</u>	(State if wedges removed) <u>no</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>✓</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Windlass <u>✓</u>	Hatches <u>✓</u>	Equipment letter <u>df</u>
Frames <u>✓</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>23/15</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>✓</u>	Chain Locker <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>W.T. in E.R. Bkd.</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>✓</u>	" length <u>stated complete</u>
Floors <u>✓</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	" (on board) <u>✓</u>
Keelsons <u>✓</u>		Timbers of Frames at openings ditto <u>✓</u>	" Rule length <u>✓</u>
Stringers <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>sufficient</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shells ditto <u>✓</u>	Standing and Running Rigging <u>good.</u>
		Salting (State if examined.) <u>✓</u>	

## General Observations, Opinion as to Class, Recommendation, &amp;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 p124, &amp;c."

This vessel, so far as seen, is in an efficient condition, and eligible in our opinion to remain as classed, record of survey 4.35 and notation S. Lis No 2-34 being deferred until completion of same as previously recommended.Survey Fee (per Section 20) Alterations £ 5-5-0  
Special Damage or Repair Fee (if any) (per Sec. 20) £ ✓  
Travelling Expenses (if chargeable) £ ✓  
Second Surveyor's Fee (if any) £ ✓Fees applied for, 3 MAY 1935Received by me, 15.5.35

Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOLCharacter Assigned Deferredfor Comp. S. No 2



*Steel T.S.M.V. "ACCRA."*

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the ERM bulkhead in way of the refrigerating machinery room and geared to be worked from above the bulkhead deck. The W.T. door was tested and found satisfactory.

The general arrangement of the alterations and the gearing and W.T. door are in accordance with the plans submitted.

Nothing done at this time towards the completion of the A.S. No 2 (see Liv. Kpt. No 105201).

A.S. Jackson.