

18 AUG 1936

No. 44102

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19

When handed in at Local Office 19

Port of

HULL

No. in
Reg. Book.

Survey held at

Goole

Date, First Survey

(No. of Visits)

Last Survey

August 1936

55392 on the Wood, Iron or Steel

Amenity

TONNAGE:-

GROSS

262

UNDER DK.

189

NET

125

Built at

H. Jarmouth

By whom

Hollows & Co. Ltd.

When

1928

MONTH.

Owners

F. T. Evers & Sons, Ltd.

Owners' Address

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

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Dry Dock

Name of Dock

Goole No. 3

Destined Voyage

WB=Cell D Bor D Ba

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)CHARACTER.
For Special Survey
Date of last survey and of
Periodical Surveys.Years
Assigned
new
expiredMachinery and Boiler
surveys
(including date of N.B., if any).

H100A1 3,33

+LMC 3,33

554/1-33

+LMC (M) 4,35

TS 05(N) 1,35

Oil Eng.

Cargo Bunkers not fitted.

Society's Freeboard (if assigned, as

painted on Ship and now verified

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes. Besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined 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

Lengthening and Port S.S. No. 2 (due 7, 36)

done: Vessel placed in dry dock, parted amidships and lengthened 21' 1". See separate report (Rpt. 1)

Port S.S. No. 2: Bottom cleaned, examined and recoated.

Rudder lifted, adjusted and refitted.

A large number of defective rivet points were found in the bottom plating (about 6,000) which had been heavily scrubbed and these rivets have now been cut out and renewed.

The hold framing, beams, floors and keelsons

STATE OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
newed								
removed and Paired or Repaired								
repaired or Repaired in place								

CONDITION OF THE

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

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 ptno 24, &c."

This vessel, as far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed, to have record of survey, 8,36 and notation of Special Survey when the Special Survey is completed.

	Fees applied for,
Damage or Repair Fee (if any)	19
Travelling Expenses (if chargeable)	19
Second Surveyor's Fee (if any)	

TUE. 1 SEP 1936

Referred for

Compl. No. 2

TUE. 10 NOV 1936

Surveyor to Lloyd's Register of Shipping.

W. Malcolm

Lloyd's Register Foundation

W326-0134

The oil fuel bunkers have been tested to rule requirements, the bottom flooded after repairs and found tight.

Some black rivets in the middle
plate and refastening of the propeller aperture
top plate were not dealt with at this
time. 30 ft. additional chain cable to supply
locks & hatchways to be hoisted.

The vessel has proceeded under tow to Greenhithe where it is stated the special survey will be completed and a new main engine fitted.

Additional Equipment is required in amount of \$1,000.00
See M. 25/5/36.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

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]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN