

20 MAR 1941

No. 109,443

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report

When handed in at Local Office

Port of

No. in
Reg. Book.

Survey held at

London.

Date, First Survey

1-3-41

Last Survey

7-3-1941

(No. of Visits)

70023 on the Wood, Iron or Steel

'ARTEMISIA'

TONNAGE:-

Built at

Sunderland.

By whom

104 Dorford & Sons Ltd. When

YEAR MONTH

GROSS

6507

Owners

H. M. Thomson.

Owners' Address

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

UNDER DEK

6264

Managers

Port belonging to

London.

NET

4683

Surveyed Afloat or in Dry Dock?

D.A.

Name of Dock

Millwall.

Destined Voyage

Cell D B or D Ba

feet; uE&B

feet; f

feet

Total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No.

7367

Port

L.A.

Periodical Surveys, when held, must be reported in detail and seriatim 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

not required

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

Society's Freeboard (if assigned) as

8 ft 11 1/2 ins

painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and D. Docking.

Licence No. 2207, March 5th 1941.

Damage stated to have been caused by Grounding off Freetown on 16th Nov. 1940. whilst on voyage Barry to Freetown.

Work done: Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. Rudder lifted, pintles and gudgeons examined. Forepeak tank & holds, examined internally. Decks, casings, coamings, hatches, ventilators, steering gear and bondears examined. Freeboard marks verified. Temporary repairs effected.

Shell plating (P.S.) Keel Stave No 1 plate buckled, 'A' Stave No 2 plate buckled, the riveting and caulking in way made good with 8 welding. 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

Removed and Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks

Good

Caulking of Decks

"

Coamings

"

Beams & Fastenings

"

Outside Plating

"

" " in way of sidelights

"

Frames

"

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

"

Keelsons

"

Stringers

"

Inner Bottom Plating

"

Have the Tanks been examined internally?

"

Have the Tanks been tested?

"

Bulkheads

Good

Ceiling

"

Cement or Asphalt

"

Rudder

"

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

"

Have Sluice Valves been examined and found efficient?

"

Have Watertight Doors been examined and found efficient?

"

Have Ventilators and their Coamings been examined and found efficient?

"

Air and Sounding Pipes

"

Doubling Plates under Sounding Pipes

"

Engine Room Skylights

Good

Coal Bunkers, Openings, Covers, &c.

"

Oil Bunkers

"

Scuppers

"

Cargo Hatchways

"

Hatches

"

Planking

"

Caulking

"

Treenails

"

Breasthooks & Stemson

"

Transoms, Pointers & Crutches

"

Timbers of Frame at openings

"

" " at other places

"

Stringers, Clamps & Shelves

"

Salting

"

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length (on board)

" Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

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, in my opinion, is eligible to remain as classed, and to have fresh record of Survey 3.41. Subject to plates Keel No. 1. E' Nos. 2, 6 & 7. (P.S.) E' No 7 & 8. (S.S.) and rivets in tank side brackets in No 2 hold (S.S.) being dealt with at first opportunity, including bottom plating and tank side brackets (P.S.) at owners' convenience and to E' No 9. (S.S.) being examined at next D. Docking. (EN. 3.41)

Survey Fee (per Section 29)

£

Special Damage or Repair Fee (if any)

£

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Committee's Minute

Character Assigned

Fees applied for

19

Received by me

19

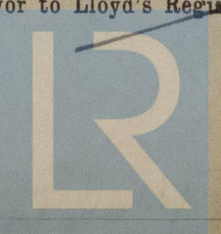
Surveyor to Lloyd's Register of Shipping.

1000's Subject

3.41 Shell. Drk wth

2 note for 7 Dept. Eng. Inform

W333-0109



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Lloyd's Register Foundation

Sheet plating S.S.

The bottom shell plating from bow to midships P.S. found
slightly set up in several places, the riveting and caulking
overhauled and made good as found necessary.

(S.S) about top of bulb plate renewed, the standing flange of
7 Bar shell connection cut away: bulb plate I welded to
the remaining flat. 22

(PS) 4 bear side brackets found buckled, the rivets examined & found satisfactory; margin plate and angle found slightly set up, cement filler fitted in way of the extending over one frame space.

More than tank examined internally, the cement box previously fitted in way of damaged shell plating appears found satisfactory.

ANCHORS.

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

[illegible]

Iron Stream Chain)
or Steel Wire....)