

DEC 12 1939

No. 19981

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

Date of writing Report 8/12/39 19... When handed in at Local Office 9/12/39 19... Port of Leith  
 No. in Survey held at Leith Date, First Survey 16/11/39 Last Survey 3/12/39 19  
 Reg. Book. (No. of Visits 12)

25626 on the Wood, Iron or Steel "CROWN ARUN" ex "HANNAH BÖGE"  
 TONNAGE:— Built at Boalock By whom Heptenwerft Boalock Lmb.A. When 1938  
 GROSS 2372 Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book).  
 UNDER DK. 1850 Managers Chr. Salvesen & Co. Port belonging to Londons.  
 NET 1371 afloat & Albert &

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Prince of Wales Destined Voyage (check)  
 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.

Last Report, No. Port

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

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft 5 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N° 3 for Classification.

How done:— Vessel placed in dry dock, bottom and rudder cleaned, examined and now in good condition and afterwards coated. Examined all holds & tween decks, timbers lifted, re-coated as necessary, and now in good condition. All bunkers opened out, examined & found efficient. The steel of framing & both surfaces of shell plating, cleaned and coated where necessary. All double bottom tanks, fore peak and after peak tanks, tested with satisfactory results. These tanks, including dry tank, examined internally and found in good condition. Examined inside chain locker & store above and found efficient. The engine & boiler room spaces & under boilers, examined & now in good condition. Examined inside tunnel, tunnel

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 <u>Good</u>	State if Tanks have been examined inside <u>yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt.) <u>(check)</u>
Caulking of Decks <u>do</u>	State if Tanks now tested <u>yes</u>	Dblng. Plates under Sounding Pipes <u>do</u>	When put on, Month <u>1</u> Year <u>1</u>
Coamings <u>do</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>do</u>	Boats <u>Good</u>
Beams & Fastenings <u>do</u>	Ceiling <u>do</u>	Coal Bunkers, Open'gs, Lids, &c. <u>do</u>	Masts, Yards, &c. <u>do</u>
Outside Plating <u>do</u>	Cement or Asphalt (State which.) <u>Good</u>	Oil Bunkers <u>do</u>	Condition, how ascertained <u>Ex. sm. cocam.</u>
" " in way of sidelights <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>(check)</u>
Breasthooks <u>Good</u>	Steering gear and its connections <u>do</u>	Cargo Hatchways <u>do</u>	Sails <u>(check)</u>
Transoms <u>do</u>	Windlass <u>do</u>	Hatches <u>do</u>	Equipment letter <u>(check)</u>
Frames <u>do</u>	Have pumps now been examined and found efficient? <u>(check)</u>	Planking of Wood Vessels <u>(check)</u>	Anchors, No. of <u>2 B. 1 S.</u>
Reverse Frames <u>do</u>	Have Sluice Valves now been examined and found efficient? <u>(check)</u>	Caulking ditto <u>(check)</u>	Chain Locker <u>Good</u>
Longitudinals <u>(check)</u>	Have Watertight Doors now been examined and found efficient? <u>Good, efficient</u>	Treenails ditto <u>(check)</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>(check)</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good, efficient</u>	Breasthooks & Stemson ditto <u>(check)</u>	" length <u>210</u> mean diamr. <u>1 1/8</u>
Floors <u>Good</u>		Transoms Pointers, & Crutches ditto <u>(check)</u>	" Rule length <u>(check)</u> size <u>(check)</u>
Keelsons <u>do</u>		Timbers of Frame openings ditto <u>(check)</u>	Hawser & Warps <u>Efficient</u>
Stringers <u>do</u>		Ditto Ditto at other places ditto <u>(check)</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>do</u>		Stringers, Clamps & Shells ditto <u>(check)</u>	
		Salting ditto <u>(check)</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.

This vessel is in an efficient condition & eligible in my opinion to be classed 100 A—, with record of survey 12,39 & the notation of S.S. Lth N° 3-12,39, subject to Solepiece of stern frame (C.W. 12,39) to be specially examined next docking.

Survey Fee (per Section 20) S.S. N° 3 £ 52 : 10 : - Fees applied for, 11/12/1939  
 Special Damage or Repair Fee (if any) (per Sec. 20) £ -  
 Travelling Expenses (if chargeable) £ -  
 Second Surveyor's Fee (if any) £ -  
 Received by me, Robert Wood  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

JUL 14 MAY 1940

See Lth. 76 19980

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Lloyd's Register Foundation

W378-0167 1/2



DEC 12 1939

Rpt. 9a.

Port of

Leith

Continuation of Report No. 19981 dated

9/12/39

on the

"CROWN ARUN" ex "HANNAH BÖGE"

escape & tunnel well, found efficient. The masts & rigging (report attached.) anchors & cables ranged, general equipment, all vent<sup>rs</sup> & plugs & canvas covers, hatch covers, supports, tarpaulins, cleats, & battens, examined and now efficient. The steering gear, windlass, air and sounding pipes, examined and found or put in good condition. Decks, hatches, casing & coaming, examined, plating in way of sidelights examined and all now in good condition. Examined all striking plates under sounding pipes and now efficient.

Freeboard verified.

Did not deem it necessary to drill holes through shell plating.

A few rivets were removed, examined & appear to be sound material & the work properly closed in way of same.

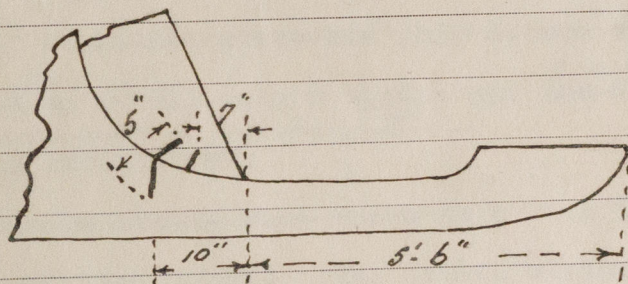
Watertight doors examined under working conditions & found efficient.

Wear & tear repairs:- Minor repairs effected.

Robert Wood.

Overall length found to be: 302' 6" ✓

Found fracture in solepiece of stern frame, this was weed out and electric welded (P.S.), recommend to be specially examined next docking.



LOOKING ON PORTSIDE.

Ho.

RETAIN