

Rpt. 8.

(Received at London Office)

No. 51125

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

Hull

Date, First Survey

7. 3. 41

Last Survey

11. 3. 41

(No. of Visits)

3

72753 on the Wood, Iron or Steel

TONNAGE:-

GROSS 3759

UNDER DECK 3407

NET 2155

Built at Port Glasgow

By whom

Lithgows & Co. Ltd.

When 1938 - 9

Owners Dornoch Shipping Co. Ltd.

Owners' Address

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

Managers Lambert Bros Ltd.

Port belonging to Glasgow

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

King George

Destined Voyage

Cell DBor DBa

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. 40705 Port Hull N.Yk.

(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. *Interim certificate*

*only required*Was a damage report made by anyone else? If so, by whom? ☒Society's Freeboard (if assigned) as ☒ painted on Ship and now verified ☒

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by grounding in the River Clyde on 17th February 1941. Examined forepeak tank internally and no. 1 double bottom tank internally also no. 1 hold including bilge. The first ten bags port + starboard at fore end no. 1 DBT found to have cement broken. These were cleaned out, cement washed and cemented. No other damage found. It is recommended however that vessel be specially examined in drydock at the first convenient opportunity. A general examination made of the other holds, machinery spaces, decks, ventilators & coamings.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								Cement fore end no. 1 DBT.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <i>last ex. good</i>	Bulkheads <i>last ex. good</i>	Engine Room Skylights <i>Good</i>	Copper, or Y.M. (State if on Felt.) <input checked="" type="checkbox"/>
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c. <i>last ex. good</i>	When fitted, Month Year
Coamings	Cement <i>as Asphalt</i>	Oil Bunkers	Boats <i>Good</i>
Beams & Fastenings	Rudder	Scuppers <i>last ex. good</i>	Masts, Yards, &c. <i>last ex. good</i>
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained <i>from deck</i>
" " in way of sidelights	Windlass	Hatches	(State if wedges removed)
Frames <i>last ex. good</i>	Have pumps been examined and found efficient?	Planking	Equipment letter <i>Y</i>
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of <i>3 B 1 S</i>
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged) <i>no</i>
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" length mean diam. (on board) <i>State complete</i>
Floors <i>last ex. good</i>	Air and Sounding Pipes <i>last ex. good</i>	Transoms, Pointers & Crutches	" Rule length size
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker <input checked="" type="checkbox"/>
Stringers		" " at other places	Hawsers & Warps <input checked="" type="checkbox"/>
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Rigging <input checked="" type="checkbox"/>
Have the Tanks been examined internally? <i>FPT NO. 1 DBT</i>		Salting (State if examined.) <input checked="" type="checkbox"/>	Sails <input checked="" type="checkbox"/>
Have the Tanks been tested? <i>NO. 1 DBT</i>			

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."

Eligible to remain as classed without fresh record of Survey subject to vessel being specially examined due to grounding in drydock at first convenient opportunity.

Survey Fee (per Section 29)	£ 5 : 5 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	13 MAR 1941
Travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	19

Committee's Minute

Character Assigned

FRI. 21 MAR 1941

Deferred for drydock

W. S. Shields

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W379-0063