

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22<sup>nd</sup> April 40 When handed in at Local Office 23<sup>rd</sup> April 1940 Port of CARDIFFNo. in Survey held at Cardiff Date, First Survey 29<sup>th</sup> Jan Last Survey 9<sup>th</sup> April 1940Reg. Book. 38461 on the Wood Iron or Steel SCREEN "ELMCREST," ex. Regd.TONNAGE— Built at Newcastle By whom W. Wilson & Co When 1911 3GROSS 4343 Owners Crest Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)UNDER DK. 3984 Managers Commercial R.R.K. Port belonging to RandonNET 2659 Name of Dock Roath Name of Dock Roath Destined VoyageSurveyed Afloat or in Dry Dock? Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell/Dor/Dba feet; uE&amp;B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

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. 28340 Port Rot

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

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

Superintendent. Not required. Was a damage report made by anyone else? If so, by whom? Yes. Salvage Ass.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, Commencement S.S. 3rd 1st 1st 1st

2, 40), & Damage, stated caused by ① heavy weather 1st & 2nd Jan. 1940, on voyage Lisbon to Weymouth; ② vessel grounding near Old Chain Bay, 7<sup>th</sup> Jan. 1940, on voyage Lisbon to Antwerp. ③ collision with unknown vessel 21<sup>st</sup> Jan. 1940, voyage Antwerp to Cardiff. ④ On account of port anchor & one length of cable stated lost & subsequently recovered at entrance to Roath Dock Basin, Cardiff, 22<sup>nd</sup> Jan. 1940. ⑤ On account of stated fire damage, no particulars available. ⑥ Ice in river on leaving Antwerp, 18<sup>th</sup> Jan. 1940.

Now done for condition:— Weather decks, casings, coamings, ventilators hatches (ranged) etc. examined. (cont.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	5	4					341 part	Rudder mainpiece & head renewed.
Removed and Faired or Repaired	2	20	2		9		8	Bulkhead plates faired. Stringers renewed, etc. per repr.
Faired or Repaired in place	2			7	15	3		

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
<u>Good (per repr.)</u>	<u>Per repr.</u>	<u>Good.</u>	(State if on Bolt.)
<u>Good.</u>	<u>Per repr.</u>	<u>Revised.</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Boats <u>Good.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Masts, Yards, &c. <u>Good.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Condition, how ascertained <u>from deck.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	(State if wedges removed)
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Equipment letter <u>26.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Anchors, No. of <u>3-1.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Cables (State if now ranged) <u>Yes.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	length <u>270 fms.</u> mean diamr. <u>1 1/2"</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Rule length <u>270 fms.</u> size <u>2 1/2"</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Chain Locker <u>Good.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Hawsers & Warps <u>Good.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Standing and Running Rigging <u>Good.</u>
<u>Good.</u>	<u>Good.</u>	<u>Good.</u>	Sails <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 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, so far as now seen, is eligible in my opinion to remain as classed. Fresh record of Survey and notation S.S. (with date) to be deferred until completion of the Survey as above. Subject to poop side plating, upper dk. shear, frames etc. (S.S.) being dealt with at Owners' convenience.

Survey Fee (per Section 29) Almstrains. 3 : 3 : 0 Fees applied for, 23 April 1940

Special Damage or Repair Fee (if any) Dmg. £ 26.5 : 0. Received by me, Frank D. Richardson

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute TUE. 21 MAY 1940

Character Assigned Deferred for repr

Spl 2.40 Wite 3.10 B.S. 4.40

TUE. 21 MAY 1940

Deferred  
agree year of grace  
Lloyd's Register  
Foundation  
W386-0075



STEEL SCREEN "ELMCREST."

(2)

Now done for commencement S.S. 3rd 1891. (due 2, 40). :- Vessel placed in drydock. Bottom & rudder cleaned, examined, and coated. No 2 hold & No 2 Tween deck space, after peak space, & chain locker cleared, the steelwork examined, scaled & coated where necessary. Bilge ceiling removed in No 3 hold, & afterwards replaced with part new. No 1 & 2 D.B. tanks and deep tank cleaned, examined internally, scaled & coated where necessary. No 2 D.B. tank in way of No 2 hold only and No 3 D.B. tank in way of deep tank only tested by head of water to Rule requirements, and found tight. Anchors & cables (ranged) and main & Auxiliary steering gear examined.

No 2 hold. A number of bilge brackets port and starboard sides were found somewhat thin; twelve of these brackets (8 p. & S.) were found cracked from tank side at top to lightening holes, and these cracked brackets have now been <sup>temporarily</sup> repaired with riveted plate straps. The riveting of the after bulkhead in this hold was found unsound at the tank top bar (P. & S.) and at the shell bar (P.S.), but has not been dealt with at this time.

The tank top close ceiling in way of the hatch opening was not lifted for examination of the tank top plating, and if lifted would probably require renewal.

No 2 Tween deck space. The Bridge deck plating under Bridge accommodation (P.S.) was found holed locally at the after end, but remains efficient.

The deck plating inside the forecabin space was found wasted on removing the composition covering in way of alterations to the forecabin bulkhead openings, and four deck plates have now been cropped & partly renewed. It is recommended that the remainder of this deck plating be specially examined when the forecabin space is surveyed.

To complete S.S. - All Rule requirements, with exception of above, to be carried out. Close ceiling to be removed in No 2 hold, tank top in way to be examined, and repairs to be effected to bilge brackets & bulkhead riveting. Bridge deck plating in No 2 Tween deck space to repair. Bulk plating inside forecabin to specially examine.

① Now done on account of Heavy Weather: - Rudder mainpiece, headstock, and plate renewed. (Forging rept. attached).



Port of Cardiff.Continuation of Report No. 5339/1. dated 22<sup>nd</sup>, April 1940. on theSTEEL SCREW "ELMCREST." (3)

all pulleys & bushes renewed. A number of slack rivets in bottom plating forward renewed. Steering gear chains & connections opened up & examined; one chain partly renewed, one fairlead sheave & pin renewed. Quadrant hand steering wheel repaired. One winch exhaust pipe renewed.

(2) How done for Grounding: - Bottom examined, no damage apparent. nos 1 & 2 O.B. tanks examined. 7 floors (b.p. l.s.) faired and fitted with vertical B.A. stiffeners, no 2 tank. A number of rivets in bottom plating renewed, plate seams caulked, and two lengths of bilge keel (p.s.) removed & faired, and shell angles faired. Broken cement made good.

(3) Collision damage (I.S.) in way of deep tank & upper bunkers.

E	stake	no 12	Shell plate	renewed.	①
F	-	no 14	-	-	①
G	-	no 12	-	-	①
H	-	no 13	-	-	①
J	-	no 14	-	-	①
F	-	no 13	-	removed, faired, & refitted	①
K	-	no 8	-	-	①
G	-	no 13	-	faired in place.	①
K	-	no 9	-	-	①

Bridge Deck.

One deck stringer plate removed & faired, gunwale angle - ① partly renewed.

Three deck plates released & faired in place - ③  
Wood deck partly renewed. Guard rails & stanchions removed & repaired. Stand lifeboat renewed.

Upper Deck.

Two deck plates renewed. - ②

One - plate partly renewed - ①

Five - plates released & faired in place - ⑤

Gunwale & waterway angles renewed.

Bridge Space.

Two shell frames renewed. - ②

Eleven - - removed & faired - ⑪

Bridge deck beams & beam knees in way of above faired - ⑬

Fourteen deck brackets renewed - ⑭

Deep tank.

Two B.A. shell frames renewed - ②

Nine B.A. - - removed & faired. - ⑨

Two reverse frames on above - - ②

Six main deck beams cropped, faired, & refitted. ⑥

One - - beam faired in place. ①

(cont.)



STEEL SCREW "ELMCREST." (4)

Three BA. half beams removed &amp; faired. — (3)

One - - - beam faired in place. (1)

One beam knee bracket renewed.

Ten - - - brackets removed &amp; faired.

Thirteen tank side brackets &amp; face angles renewed.

Two side stinger plates &amp; shell lug &amp; face angles renewed. (2)

Four bulkhead plates faired in place. (12)

Twenty " horizontal stiffeners - - &amp; bracket renewed.

One tank margin plate faired in place.

Three D.B. tank top plates - - - (3)

Cement in deep tank & engine room bilges, wood frame fillings, & cement checks made good; bilge ceiling replaced with part new. Repairs hose tested on completion, D.B. tank in way tested, & new & disturbed work coated.

Now done for Damage (4). Anchors & cables ranged and examined. One new joining shackle fitted (P.S.) but. no L.P.H.C. 4/1/59.

Now done for Fire Damage (5): - Upper & lower bunkers partly re-coated. (S.S.) No structural damage found.

Now done for Ice Damage (6): - A number of shell rivets forward renewed, and plate seams shutters re-riveted, on account of scrubbed points. (about 1000.)

<sup>Alterations.</sup> The crew's accommodation has now been moved aft to the poop space. Mountings for two guns have been fitted on the poop deck, and are efficiently supported.

The Annual Overboard Survey has been held at this time. For alterations see 6th Rept. F.R. 9/18.

REPAIRS (N&T.)

3 shell plates (3 &amp; E1 (P.S.) &amp; E1 (S.S.) renewed.

Boffin plate doubled.

Chain locker bulkhead plates doubled in way of chain pipes.

3 deck plates in poop space doubled.

2 D.B. tank top plates renewed &amp; one plate partly renewed in deep tank (P.S.) and a number of bulkhead brackets renewed.

No. 2 O.B. Tank. A number of floors partly renewed and others doubled, top halves, and vertical BA. stiffeners fitted. Centre girder fitted with welded doubling plates in two aftermost spaces, eight vertical stiffeners fitted to tank end, and a number of intercostals renewed or doubled.

About 100 wood hatch covers renewed, & other minor repairs. S.R. LIST: - Nothing done at this time. Plating remains efficient.