

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Jan 10th 1941 When handed in at Local Office 11:11 Port of GLASGOW.

No. in Survey held at GLASGOW Date, First Survey 1 Last Survey Jan 8th 1941
Reg. Book. (No. of Visits)

57348 on the Wood, Iron or Steel S. T. ENGLISHMAN

TONNAGE:- Built at Selby By whom Cochrane & Sons Ltd. When 1937 10
GROSS 487 Owners United Towing Co. Ltd. Owners' Address
UNDER DK 407 (if not already recorded in Appendix to Register Book)
NET 89 Managers Port belonging to Hull

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Govan No 1 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. 62908 Port Gls

(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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING

NOW DONE - Vessel placed in drydock. Bottom & rudder cleaned, examined, found satisfactory & recoated.
Decks, carings, hatchways, coamings, ventilators etc., examined & found satisfactory.
Engine room generally examined & found satisfactory.
Freeboard rough checked.

STEERING GEAR - not opened up at this time. The leads were stated (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 <u>Good</u>	Bulkheads <u>Good in spaces and hot end.</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Feet) <u>Good</u>
Caulking of Decks <u>Good</u>	Ceiling <u>Good</u>	On Bunkers, Openings, Covers, &c. <u>Good</u>	When fitted, Month Year
Coamings <u>Good</u>	Cement or Asphalt <u>Good</u>	On Bunkers <u>Good</u>	Boats <u>hot end.</u>
Beams & Fastenings <u>Good in spaces and hot end.</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Masts, &c. <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>From ded.</u>
" " in way of sidelights <u>hot end.</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed.)
Frames <u>Good in spaces and hot end.</u>	Have pumps been examined and found efficient? <u>hot end.</u>	Planking	Equipment letter
Reverse Frames <u>hot end.</u>	Have Sluice Valves been examined and found efficient? <u>hot end.</u>	Caulking	Anchors, No. of <u>2-1</u>
Longitudinals	Have Watertight Doors been examined and found efficient? <u>hot end.</u>	Treenails	Cables (State if now ranged) <u>hot</u>
Transverses <u>hot end</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson	" length <u>stated</u> mean diam.
Floors <u>Good in spaces and hot end.</u>	Air and Sounding Pipes <u>hot end</u>	Transoms, Pointers & Crutches	(on board)
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>hot end.</u>	Timbers of Frame at openings	" Rule length size
Stringers <u>Good in spaces and hot end.</u>		" " at other places	Chain Locker <u>hot end.</u>
Inner Bottom Plating <u>hot end.</u>		Stringers, Clamps & Shelves	Hawsers & Warps <u>Sufficient</u>
Have the Tanks been examined internally? <u>no</u>		Salting (State if examined.)	Standing and Running Rigging <u>Good</u>
Have the Tanks been tested? <u>no</u>			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 so far as now seen is in an efficient condition & eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 1,41.

Survey Fee (per Section 20) £	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 20) £	Received by me, 19
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute

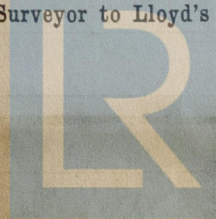
Character Assigned 100 A1

1.41

GLASGOW 14 JAN 1941

For Sailing Services 1.41

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

W396-0002

Steering gear space - This vessel has no steering gear space.

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 brought to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd „															
	3rd „															
	Collective Weight.															
	Steam															
	Kedge															

If Stockless state Mechanical Test.

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

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire....