

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th NOV. 1940 When handed in at Local Office 30th 11th 19⁴⁰ Port of GLASGOWNo. in Survey held at GLASGOW
Reg. Book.Date, First Survey 21st NOV.Last Survey 28th NOV. 1940(No. of Visits 6-7)76019 on the Wood, Iron or Steel S.S. "HOMESIDE"

TONNAGE:-

Built at SUNDERLAND.By whom SHORT BROS LD.When 1944 10.GROSS 4617Owners CHARLTON STM. SHPG. CO. LD.

Owners' Address

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

UNDER DK 4256Managers CHARLTON, McALLUM & CO. LD.Port belonging to NEWCASTLE.NET 2859ROTHESAY DOCK &Surveyed Afloat or in Dry Dock? BOTH. Name of Dock ELDERSLIE DRY DOCK Destined VoyageCell/D/Bord/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. 2138 Port GRK

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

NOT REQUIRED.

Was a damage report made by anyone else? if so, by whom? J. WHITE BOYD.REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING.DAMAGE (1) stated to have been sustained through collision with S.S. PRINCE RUPERT CITY whilst lying at anchor at FREETOWN on 6th September 1940.PLEASE SEE SIERRA LEONE REPORT NO. L.A. 7291.On examination of vessel in dry dock found rudder plate fractured buckled on off edge just below top arm.REPAIRS. Rudder lifted. Rudder stock examined & found satisfactory.2 new pintles fitted and all gudgeons re-bushed and rudder reshipped.Torn & buckled portion of rudder plate cut away & new portion of plate fitted with doublings on each side.Steering Gear - rod & chain type - opened up. Chains removed, annealed, examined.

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								

SEE PAGE 2.

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good in space Ex</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>do</u>	Ceiling (Bridg) <u>Good. Under Hold (poor)</u>	Coal Bunkers, Openings, Covers, &c. <u>Not Examined</u>	When fitted, Month Year
Coamings <u>do</u>	Cement or Asphalt <u>Not examined</u>	Oil Bunkers <u>Not examined</u>	Boats <u>Not examined</u>
Beams & Fastenings <u>Good in space Ex</u>	Rudder <u>Good</u>	Scuppers <u>do</u>	Masts, Yards, &c. <u>Good</u>
Outside <u>Efficient</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>Not Examined</u>	Windlass <u>Good</u>	Hatches <u>do</u>	(State if wedges removed.)
Frames	Have pumps been examined and found efficient? <u>Not examined</u>	Planking	Equipment letter
Reverse Frames	Have Sluice Valves been examined and found efficient? <u>Not examined</u>	Caulking	Anchors, No. of <u>34</u>
Longitudinals <u>Good in space Examined</u>	Have Watertight Doors been examined and found efficient? <u>Not examined</u>	Treenails	Cables (State if now ranged) <u>no</u>
Transverses <u>do</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson	" length <u>Stated to be complete</u>
Floors <u>Not examined</u>	Air and Sounding Pipes <u>Not examined</u>	Transoms, Pointers & Crutches	" (on board) mean diam.
Keelsons <u>do</u>	Doubling Plates under Sounding Pipes <u>do</u>	Timbers of Frame at openings	" Rule length size
Stringers <u>do</u>		" " at other places	Chain Locker <u>Not examined</u>
Inner Bottom Plating <u>do</u>		Stringers, Clamps & Shelves	Hawsers & Warps <u>Good</u>
Have the Tanks been examined internally <u>See App.</u>		Salting (State if examined.)	Standing and running Rigging <u>do</u>
Have the Tanks been tested? <u>NO</u>			Seals

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 11.40 subject to industrial plate No. 6 from first (P.S.) 2nd stroke below sheer and plates F.4 (P.S.) being dealt with and doubling plate being fitted on plate No. 1 (B.S.) at first available opportunity.

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£	6	6	0.
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

Committee's Minute GLASGOWCharacter Assigned 100.A11.40 Subject to P.S. 1.40 Note sheet.

George Lethbridge

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

S.S. "HOMESIDE."DAMAGE REPAIRS - STEERING GEAR. (CONT'D)

found satisfactory and chains reshipped, sheaves, sheave pins, rods, guides screws & springs examined - 1 complete spring renewed - gear re-assembled, tested under steam & was satisfactory.

S. G. Spars - a complete set of spars as recommended by the rules is on board this vessel.

EMERGENCY STEERING GEAR AND RUDDER BRAKE examined and found satisfactory.

DAMAGE (2) PLEASE SEE GREENOCK REPORT NO 21138.

Damage stated to have been sustained through vessel encountering heavy weather from 22nd October to 1st November 1940 whilst on a voyage from FREETOWN to GLASGOW.

On examination of vessel in dry dock found shell plates No 1 (P & S.f) in 5th strake below main sheer fractured, fore peak bulkhead leaking in way of ^{one} longitudinal bracket, port side, and rivets in frame bar to shell leaking.

PERMANENT REPAIRS NOW EFFECTED.SHELL. PORT SIDE. PLATE NO 1 (FOR^d) IN STRAKE 5th BELOW MAIN SHEER.

Fracture welded + 15'-0" by width of strake, doubling plate fitted & riveted in position. FORE PEAK. BHD. P.S. 1. Longitudinal bracket connection angle removed, plating found to be fractured, fracture vent out electrically welded & doubling plate welded over fracture and connection angle re riveted.

FRAME BAR. G. rivets in shell renewed

TEMPORARY REPAIRS NOW EFFECTED.SHELL. STARBOARD SIDE. PLATE NO 1 (FOR^d) IN STRAKE 5th BELOW MAIN SHEER.

Fracture vent out & electrically welded and an outside doubling plate fitted in way, electrically welded in position. It is submitted that a doubling plate similar to this fitted on port side should be fitted at first available opportunity.

On completion of repairs fore peak tank tested to rule requirements & found satisfactory.

DOCKING.

Vessel placed in dry dock bottom & rudder cleaned, examined, found satisfactory & recoiled.

Decks, casings, hatches, coamings, ventilators etc examined & found satisfactory.

No 1. Hold generally examined & found satisfactory.

Subboard rough checked.

STEERING GEAR. - PLEASE SEE UNDER DAMAGE (1)

S.R. LIST. Nothing was done at this time to inclined plate No 6 from fwd. (P.S.) 2nd strake below below sheer and plates F. 4. (P.S.). These plates were examined & found to be efficient.