

Rpt. 8.

(Received at London Office)

JAN 2 1941

No. 63274

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28<sup>th</sup> DEC 1940 When handed in at Local Office 28:12:40 Port of GLASGOW.

No. in Reg. Book 76201 Survey held at GLASGOW Date, First Survey 23<sup>rd</sup> DEC Last Survey 25<sup>th</sup> DEC 1940  
(No. of Visits 3)

on the ~~Wood, Iron or Steel~~ S.S. 'ICELAND' By whom SCHIFFSW. V. HENRY KOCH When 1914

TONNAGE:— Built at LÜBECK  
GROSS 1236 Owners CURRIE LINE LD. Owners' Address (if not already recorded in Appendix to Register Book) LONDON  
UNDER DK 109 1/2 Managers  
NET 723

Surveyed Afloat or in Dry Dock? Afloat Name of Dock QUEENS DOCK Destined Voyage

Cell/D/Bor/D/BA feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
CHARACTER: 100 A1. Machinery and Boiler Surveys (Including date of N.B., if any) + LMC 6,37  
WITH FREEBOARD. BS 10,40.  
10,40. TS(CL) 5,35.  
SSLTH 2<sup>nd</sup> N° 3-4,33  
SSLTH N° 1 - 37.

Last Report, No. 63234 Port Glas  
Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

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 - NOT DESIRED

INTERIM CERTIFICATE ISSUED. COPY HEREWITH. Was a damage report made by anyone else? if so, by whom? J. NICCOL FOR UNDERWRITERS

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE

DAMAGE:- stated to have been sustained - ① through collision with an unknown vessel, in convoy, on 26<sup>th</sup> November 1940  
② through collision with M.V. "Surat" on 6<sup>th</sup> December 1940 whilst at anchor off Oban.  
On examination of vessel afloat & loaded found damage to shell, bulwarks, decks, etc (S.S. fore, amid & aft)  
as detailed in report of survey held at Oban on 12<sup>th</sup> December 1940. (G.S. RPT. N° 63234)  
As the vessel was loaded & urgently required for service, it was proposed that temporary repairs be effected at this time for a round voyage to Lisbon & return to the U.K. when vessel would be dry docked for examination below load waterline & the necessary repairs effected. As the vessel is now efficient for the voyage, this proposal in my opinion, merits favourable consideration.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Caulking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Coamings	Rudder	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Outside Plating	Windlass	Hatches	Equipment letter
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Trails	" length mean diamr. (on board)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length size
Transverses	Have the Tanks been examined internally?	Transoms, Pointers & Crutches	Chain Locker
Floors	Have the Tanks been tested?	Timbers of Frame at openings	Hawsers & Warps
Keelsons		" " at other places	Standing and Running Rigging
Stringers		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Sarking (State if examined.)	
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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, without fresh record of survey, subject to permanent repairs to shell, bulwarks, frames, beams, decks, etc (S.S. fore, amid, & aft.) & to further examination in drydock on vessel's return to the U.K. from the present voyage.

Survey Fee (per Section 20) £ : : Fees applied for, 31 DEC 1940  
INTERIM CERTIFICATE Special Damage or Repair Fee (if any) (per Sec. 20) £ 5 : 5 : 0 Received by me, Geo. Cockburn  
Travelling Expenses (if chargeable) £ : : 19  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute GLASGOW 31 DEC 1940  
Character Assigned As now subject



Vertical text on the left margin: "If so, is the Report sent now, or when will it be sent?"

Vertical text on the right margin: "Is Certificate required? If so, to be sent to"

DAMAGE (CONT<sup>d</sup>):-

TEMPORARY REPAIRS NOW EFFECTED:-

ABREAST N<sup>o</sup> 2 HATCH - S.S. Riveting & caulking of shell & shelter deck plating overhauled. Temporary steel patches riveted & E.W. to shell, deck & deck stringer angle. Bulwark plating at N<sup>o</sup> 2 bulwark gangway partly faired in place, & gangway made efficient.

ABREAST BUNKER SPACE S.S. Riveting & caulking of shell & shelter deck plating overhauled - a few rivets renewed. An efficient cement box fitted on shelter deck in way of damage. 1 beam knee re-riveted.

LIFEBOATS & DAVITS - Starboard lifeboat renewed, complete with equipment.

2 " " davits removed, faired & replaced.

1 dinghy davit removed, faired & replaced.

STEERING GEAR BLOCK - 1 block (SSA) faired & repaired by E.W.

INTERIM CERTIFICATE ISSUED - COPY HEREWITH.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

**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 ...															
	2nd ,,															
	3rd ,,															
	Collective Weight.															
	Steam .....															
	Kedge.....															

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

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Steam Chain or Steel Wire...)											

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 through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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