

Rpt. 8.

WRECK SECTION  
REPORT OF SURVEY FOR REPAIRS, &c.Date of writing Report 28<sup>th</sup> DEC 1940. When handed in at Local Office 28:12:1940 Port of GLASGOW.No. in Reg. Book. Survey held at GLASGOW. Date, First Survey 23<sup>rd</sup> DEC. Last Survey 25<sup>th</sup> DEC 1940. (No. of Visits 3.)  
76201. on the ~~Wood, Iron or Steel~~ S.S. "ICELAND" By whom SCHIFFSW. V. HENRY KOCH. When 1914TONNAGE:— Built at LÜBECK Owners' Address (if not already recorded in Appendix to Register Book).  
GROSS 1236 Owners CURRIE LINE LD. Port belonging to LONDON.  
UNDER DK 1091. Managers  
NET 723

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

Cell D B or D Ba feet; u E & B feet; f  
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. 63234 Port GLA

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1.	+ 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.	

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

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

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 1940② 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. forward, amidships & aft) as detailed in report of survey held at Oban on 12<sup>th</sup> December 1940. (G.L.S. RPT. N° 63234)

As the vessel was loaded &amp; urgently required for service, it was proposed that temporary repairs be effected at this time for a round voyage to Lisbon &amp; return to the U.K. when vessel would be dry docked for examination below load waterline &amp; the necessary repairs effected. As the vessel is now efficient for the voyage, this proposal in my opinion, merits favourable consideration.

(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 Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

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

## 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 in an efficient condition, &amp; 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. forward, amidships &amp; aft.) &amp; 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,
INTERIM CERTIFICATE					
Special Damage or Repair Fee (if any)	£	5	5	0	31 DEC 1940
(per Sec. 20)					Received by me,
Travelling Expenses (if chargeable)	£	-	-	-	19
Second Surveyor's Fee (if any)	£	-	-	-	

Committee's Minute

Character Assigned

GLASGOW

31 DEC 1940

As now subject

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

W404-0138



TEMPORARY REPAIRS NOW EFFECTED:—

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.

2 " " *drivts removed, faired & replaced*

1 dinghy davit removed, faired & replaced

INTERIM CERTIFICATE ISSUED - COPY HEREWITH.

## ANCHORS.

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

[illegible]

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.