

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1-5-1940 When handed in at Local Office 3-5-1940 Port of MIDDLESBROUGH

No. in Survey held at South Bank-on-Tees Date, First Survey 4-4-40 Last Survey 26-4-1940
Reg. Book. 25670 on the Wood, Iron or Steel &c. "HARCALO"
TONNAGE:- Built at Port Glasgow By whom Lillgans Ltd. When 1933 MONTH. 11
GROSS 5081 Owners National S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 4530 Managers J. & C. Hammon Ltd. Port belonging to London
NET 3033

Surveyed Afloat or in Dry Dock? Yes Name of Dock Smiths Dock Destined Voyage

Cell DB or 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. 9864 Port Mch

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 3 ft 6 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

The vessel was examined in dry dock on account of damage alleged to have been sustained through stranding in the River Tees on the 22nd March 1940.

The vessel was placed in dry dock, bottom, rudder and sternframe channel, examined and the following repairs carried out on account of the above stranding:

SHELL (Plates numbered from forward)

Keel plate No 513, found indented, were removed, faired and replaced.

" " No 12, found slightly " was faired in place.

" " No 5, found badly " was renewed.

A'strake No 614 Port " " were renewed.

" " No 13 Port " slightly " was faired in place.

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	7			19 ft.		1 ft.		also plates see report
Removed and Faired or Repaired	7			6 ft.		1 ft.		
Faired or Repaired in place	5			17 ft.				

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on felt.)
Caulking of Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	Year
Coamings	good	Cement & Asphalt	good	Oil Bunkers	✓	Boats	good
Beams & Fastenings	good	Rudder	good	Scuppers	good	Masts, Yards, &c.	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained	from deck
" " in way of sidelights	not examd	Windlass	good	Hatches	good	(State if wedges removed)	
Frames	good	Have pumps been examined and found efficient?	no	Planking		Equipment letter	2
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	no	Caulking		Anchors, No. of	3 B 15
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	no	Treenails		Cables (State if now ranged)	2 1/2
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	no	Breasthooks & Stemson		" length (on board)	2 1/2 ft diam.
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length	2 1/2 ft diam.
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Stringers	good			" " at other places		Hawsers & Warps	good
Inner Bottom Plating	good			Stringers, Champs & Shelves		Standing and Running Rigging	good
Have the Tanks been examined internally?	no			Salting	(State if examined.)	Sails	
Have the Tanks been tested?	no						

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 as far as now seen, is in good and efficient condition and slightly in my opinion to remain as now classed with fresh record of survey 4, 40, subject to the rule of the propeller part of sternframe shaft A'strake (PS) EWR 38 being specially examined next dry docking and to the present sheerside plating (SS) being dealt with at the owner's first convenient opportunity.

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) £ 21
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for, 3-5-1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI 17 MAR. 1940

TUE 28 MAY 1940

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Lloyd's Register Foundation

REPAIRS (CONT'D)

SHELL

A	STAKE	N ^o 13	starbed	found indented	was removed, faired and replaced.
"	"	N ^o 14	"	found badly	was renewed.
B	"	N ^o 7	Port	" " "	was renewed.
"	"	N ^o 14	starbed	" indented	was removed, faired and replaced.
C	"	N ^o 6	Port	" " "	" " "
"	"	N ^o 7	"	" slightly	was faired in place
D	"	N ^o 3 & 4	"	" " "	were " " "
A	"	N ^o 6	starbed	" indented	was removed, faired and replaced.
"	"	N ^o 7	"	" badly	was renewed
B	"	N ^o 7 & 15	"	" indented	was removed, faired, and replaced.
"	"	N ^o 8	"	" badly	was renewed.

FLOOR Set.

[illegible]

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

ANCHORS

[illegible]

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

CHAIN CABLES.

[illegible]

4(22) cotter floors in way of the stone shell plating, found badly buckled, were renewed.
6(25) skeleton floor set up, were removed, facies and replaced.
some broken cast iron casten pipes were renewed.
all the chain cable was sent to the Provint House for test and found satisfactory.

all double bottom tanks tested on completion of repairs & found tight
Minor repairs also were effected.

Condition:- The vessel was placed in dry box, bottom & sides found examined

coater. Examined holds, tween decks, coffer spaces, hatchways, hatches, ventilation
cornings, window stanchion gear over stanchion gear and all found in place and
good condition. Freeboard checked. Minor repairs effected.
S.A. The C.W. at the Propeller Port & Gale plates specially designed for this work, but don't hold.