

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report: 2nd July 1940 When handed in at Local Office: 2nd July 1940 Port of: CARDIFF  
No. in Reg. Book: Survey held at: CARDIFF Date, First Survey: 18th June 1940 Last Survey: 2nd July 1940  
25666 on the Wood, Iron or Steel S.S. "HARBLEDOWN" (No. of Visits: 6)

Tonnage:— Built at: Port Glasgow. By whom: Laggons Ltd. When: 1933 5  
GROSS: 544. Owners: National S.S. Co. Ltd. Owners' Address: (if not already recorded in Appendix to Register Book).  
UNDER DEK: 4948. Managers: J. & L. Harrison Ltd. Port belonging to: London.  
NET: 3204.

Surveyed Afloat or in Dry Dock? Both. Name of Dock: Mound Quay. Destined Voyage: /  
Cell D B or D Ba. feet; u E & 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. 2760 Port Bnw

(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 not required.

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 CONDITION & DAMAGE stated to have been sustained through COLLISION with unknown vessel (thought to be a Spanish trawler) on 28th May 1940 during voyage from Casablanca to Workington. (also see Bnw. rpt. no. 2760)

NOW DONE:— Vessel placed in drydock, bottom and rudder cleaned, examined and subsequently coated. Sucks, casings, hatchways, ventilators & coamings, no. 1 hold & steering gear generally examined and found in place in order.

DAMAGE/REPAIRS. (port side aft.)

no. 3 shell plate from aft, upper stroke of poop cropped & part renewed  
no. 3 " " " " lower " " " renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames. (poop)	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2	2	✓	✓	✓	✓	✓	See report.
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	
PRESENT CONDITION OF THE								
Decks	Satisfactory	Bulkheads (poop) Satisfactory	Engine Room Skylights	Satisfactory	Copper, or Y.M. (State if on Felt.)			
Caulking of Decks		Ceiling	Coal Bunkers, Openings, Covers, &c.		When fitted, Month Year			
Coamings	(poop) "	Cement or Asphalt	Oil Bunkers	Satisfactory	Boats	Satisfactory.		
Beams & Fastenings	(poop) "	Rudder	Scuppers		Masts, Yards, &c.			
Outside Plating		Steering gear and its connections	Cargo Hatchways		Condition, how ascertained (State if wedges removed)	from dk		
" in way of sidelights		Windlass (rusty)	Hatches		Equipment letter	at.		
Frames (poop) Satisfactory		Have pumps been examined and found efficient?	Planking		Anchors, No. of	3-1.		
Reverse Frames		Have Sluice Valves been examined and found efficient?	Caulking		Cables (State if now ranged)			
Longitudinals		no	Treenails		" length (State if complete)	complete		
Transverses		no	Breasthooks & Stemson		" Rull-length	size		
Floors		Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches		Chain Locker			
Keelsons		no	Timbers of Frame at openings		Hawsers & Warps	Sufficient.		
Stringers		Have Ventilators and their Coamings been examined and found efficient?	" " at other places		Standing and Running Rigging	Satisfactory		
Inner Bottom Plating		no	Stringers, Clamps & Shelves		Sails			
Have the Tanks been examined internally?	no	Air and Sounding Pipes	Salting (State if examined.)					
Have the Tanks been tested?	no	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 is eligible, in my opinion, to remain as classed with fresh record of survey 4,40.

Survey Fee (per Section 20) £ : :  
Special Damage or Repair Fee (if any) (per Sec. 20) £ 6 6 : 0  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Fees applied for, 13 July 1940  
Received by me, 19

Lockhart

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A1

Without spl. cond.

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Lloyd's Register

Foundation

W 405-0 203112



Continuation of Report No. 53530 dated 13<sup>th</sup> July 1940. on the

" boundary bar in way removed, faired & refitted  
shell hoist test to on completion of repairs and found  
satisfactory.

Other minor repairs effected

W.

## ANCHORS.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.					
	1st Bower ...																		
	2nd "																		
	3rd "																		
	Collected Weight.																		
	Stream .....																		
	Kedge.....																		

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

## CHAIN CABLES.

[illegible]

10m,11,39. (MADE AND PRINTED IN ENGLAND)