

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 2nd July 1940 When handed in at Local Office: 2nd July 1940 Port of: CARDIFF
 No. in Reg. Book: 25666 Survey held at: CARDIFF Date, First Survey: 18th June 1936 Last Survey: 2nd July 1940
 on the Wood, Iron or Steel S.S. "HARBLEDOWN" (No. of Visits)

Tonnage:— Built at Port Glasgow. By whom Lurgan & Co. When 1933 MONTH 5
 GROSS 5111. Owners National S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DEK. 4948. Managers J. & B. Harrison Ltd. Port belonging to London.
 NET 3204.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Mount Street. Destined Voyage ✓
 Cell D Bor DBa. 10 feet; uE&B 10 feet; f 10 feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 total capacity 10 tons; FPT 10 tons; APT 10 tons; MT 10 feet tons. }

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 2760 Port Bow

(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 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 Bw. rpt. no. 2760)

NOW DONE:— Vessel placed in drydock, bottom and rudder cleaned, examined and subsequently coated. Decks, 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 (boob)	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2	2	✓	✓	✓	✓	✓	See report.
Removed and Faired or Repaired	1	4	✓	✓	✓	✓	✓	
Faired or Repaired in place	1	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks <u>Satisfactory</u>	<u>(None) Satisfactory</u>	<u>Satisfactory</u>	When fitted, Month Year
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats <u>Satisfactory.</u>
Coamings	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
Beams & Fastenings <u>(None)</u>	Rudder <u>Satisfactory</u>	Scuppers <u>Satisfactory</u>	Condition, how ascertained <u>from dk</u>
Outside Plating	Steering gear and its connections <u>(Not opened)</u>	Cargo Hatchways	Equipment letter <u>af.</u>
Frames <u>(None) Satisfactory</u>	Windlass	Hatches	Anchors, No. of <u>3-1.</u>
Reverse Frames	Have pumps been examined and found efficient? <u>no</u>	Planking	Cables (State if now ranged)
Longitudinals	Have Sluice Valves been examined and found efficient? <u>no</u>	Caulking	" length <u>complete</u>
Transverses	Have Watertight Doors been examined and found efficient? <u>no</u>	Treenails	" Rull-length <u>size</u>
Floors	Have Ventilators and their Coamings been examined and found efficient? <u>no</u>	Breasthooks & Stenson	Chain Locker
Keelsons	Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawsers & Warps <u>Sufficient.</u>
Stringers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging <u>Satisfactory</u>
Inner Bottom Plating		" " at other places	Sails
Have the Tanks been examined internally? <u>no</u>		Stringers, Clamps & Shelves	
Have the Tanks been tested? <u>no</u>		Salting (State if examined.)	

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 is eligible, in my opinion, to remain as classed with fresh record of survey 4,40.

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

Committee's Minute
 Character Assigned 100A1
Without Spl. Condy
 Surveyor to Lloyd's Register of Shipping. Lockhart
 JUL 23 1940
 Lloyd's Register of Shipping
 W 405-0 203(12)

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

DAMAGE REPAIRS (CONT'D.)

main sheerstrake plate in way finished in place.
 Gunwale bar in way finished in place.
 2 poop shell frames renewed.
 4 " " " removed, finished & refitted.
 2 " deck beams finished in place.
 2 " " beam knees removed, finished & refitted.
 4 " frame leg brackets removed, finished & refitted.
 Bulkhead wing plate in poop, cracked & parts renewed.
 " boundary bar in way removed, finished & refitted.
 Shell holed out on completion of repairs and found satisfactory.

WAT REPAIRS.

A number of odd shell rivets overhauled.
 A crack in outer plate (p.s.) in way of rudder tank cut out & electrically welded.
 Rudder collar plate renewed.
 Protection plates of wood streamlining on patent rudder renewed & renewed as necessary.
 Other minor repairs effected.

H.

RETAIN

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective 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.

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.			
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Ins.			

Iron Stream Chain or Steel Wire...