

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 21 Dec 1939 When handed in at Local Office 22 Dec 1939 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 7th Dec '39 Last Survey 14th Dec 1939

34128 on the Wood, Iron or Steel Sc. " Stanholme " (No. of Visits 5)

TONNAGE— Built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1924 3.

GROSS 2443. Owners Stanhope S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DEK. 2270. Managers J.A. Billmeir &amp; Co. Ltd. Port belonging to London

NET 1485. Surveyed in Dry Dock? Yes. Name of Dock Junction S.D. Destined Voyage

WB=CellDBorDBa feet; uE&amp;B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3017 Port Hfa

(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 Yes - not required

Was a damage report made by anyone else? If so, by whom? Yes - Salvage Ass. Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated caused by grounding off Sully Island, Bristol Channel on the 26th November 1939 during a voyage from Newcastle, New Brunswick to Cardiff. For further particulars please see log book.

how done. Vessel placed in dry dock: the bottom and rudder cleaned, examined, placed in good condition and coated. Examined decks, hatchways, erections, machinery casing, vents & coamings, windlass (not open) and steering gear chains, rods and pins.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels
Decks	no	✓	(State if on felt.)
Caulking of Decks	no	Dbng. Plates under Sounding Pipes	When put on, Month
Coamings	✓	Engine Room Skylights	Boats
Beams & Fastenings	✓	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	✓	Oil Bunkers	Condition, how ascertained
" " in way of sidelights	✓	Scuppers	(State if wedges removed)
Breasthooks	✓	Cargo Hatchways	Sails
Transoms	✓	Hatches	Equipment letter
Frames	✓	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	✓	Caulking ditto	Chain Locker
Longitudinals	✓	Treenails ditto	Cables (State if now ranged)
Transverses	✓	Breasthooks & Stems ditto	" length mean diamr.
Floors	✓	Transoms Pointers & Crutches ditto	" Rule length
Keelsons	✓	Timbers of Frame at openings ditto	Hawser & Warps
Stringers	✓	Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating	✓	Stringers, Clamps & Shells ditto	
	✓	Saltgng (State if examined.)	

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24."

This vessel as now seen is in good condition and eligible in my opinion, to remain as classed with fresh record of survey 12.39.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	3	3	22 Dec 1939
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minutes  
Character Assigned 100A 1936  
Cargo bath not fitted

TUE 16 JAN 1940

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W412-0004



Repairs - Damage.

P.S. Bilge keel shell angle (in way of Engine Room),  
famed in place and the shell flange electrically  
welded at toe and heel for a distance of 2 feet.  
The rivet points in way, built up and made good  
by elec. welding.  
One length of bilge keel hull plate removed,  
famed and refitted.

Long.

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]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

I.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.

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