

29 NOV 1939

Rpt. 8.

(Received at London Office

NOV 27 1939

No. 17984

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th Nov 1939 When handed in at Local Office 24th Nov 1939 Port of West Hantspool

No. in Reg. Book. Survey held at Hantspool Date, First Survey 17/11/39 Last Survey 20/11/1939

28731 on the Wood, Iron or Steel SS. "LOWLAND"

TONNAGE:— Built at Rotterdam By whom Ryker & Co. When 1911 4
GROSS 974 Owners Shipping & Coal Co Ltd Owners' Address
UNDER DK. 701 Managers ✓ Port belonging to London
NET 585

Surveyed Afloat or in Dry Dock? afloat Name of Dock Victoria Dock Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 97981 Port Nwe

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month expired.	Machinery and Boiler Surveys (including date of N.B. in any).
<u>+100 R.I. 5.39.</u>		<u>+LMC 10.35</u>
<u>SS Ret 2nd N.3-10.35</u>		<u>+N.B. 10.26.</u>
		<u>BS 5.39.</u>
		<u>OG 5.39.</u>

(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 } ✓ ft. ✓ ins.

Interim Certificate issued. Was a damage report made by anyone else? If so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained
by collision with unknown vessel on 16th November 1939
off River Lee on voyage Blyth to London

Now Done:- Vessel examined afloat in loaded condition.
No 1 & 2 hold bilges & double bottom tanks in way
sounded & vessel found to be making no water.

Damage: Starboard Side
Upper deck shustrake & strake below in way of
No 1 & 2 hatchways set in. Bulwarks in forward
well laid low & bulwarks at after quarter

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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dbng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Rids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Breasthooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking	" length mean diam. (on board)
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Hawser & Warps
Floors		Transoms Pointers, & Crutches	Standing and Running Rigging
Keelsons		Timbers of Frame at openings	
Stringers		Ditto Ditto at other places	
Inner Bottom Plating		Stringers, Clamps & Shells	
		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 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 is eligible, in my opinion, to remain as classed
without fresh record of survey for voyage to London with
coal cargo and return, in ballast condition, to Blyth
where permanent repairs are to be effected.

Survey Fee (per Section 29)	£	Fees applied for, <u>22/11/1939</u>	"Demicks on forward mast not to be used until permanently repaired."
Special Damage or Repair Fee (if any) (per Sec. 29) <u>Sunday attendance</u>	£ <u>4 4</u>	Received by me, <u>19</u>	
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

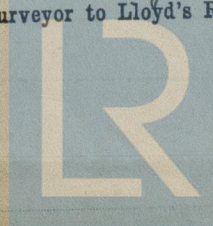
Committee's Minute

TUE 5th DEC 1939

Character Assigned

As now subject
wide Nwe

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W428-0066 1/2

Is Certificate required? If so, to be sent to

S/S. "LOWLAND"

buckled. Wing portion of Flying Bridge broken.
Bridge side + Boat deck supports indented.
lifeboat missing + davits damaged.
Air pipes broken in forward well.
Forward mast stays broken.

Temporary Repairs

Riveting + caulking of upper deck sheerstrake
+ strake below overhauled in fore well.
Lower seam of sheerstrake welded as found
necessary.

Wine guard rails fitted at deck edge in
lieu of bulwarks laid low.

Lifelines seen erected.

Wing portion of Flying Bridge satisfactorily
shored up.

New lifeboat supplied.

Broken air pipes plugged up.

Forward mast stays temporarily repaired.

It is submitted the vessel is now in an
efficient condition to continue her voyage
to London with cargo of coal and to
return to Blyth (in ballast condition)
where permanent repairs are to be
effected.

W.J.C.

RETAIN



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