

29 NOV 1939

NOV 27 1939

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No. 17984

Rpt. 8.

(Received at London Office

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24<sup>th</sup> Nov 1939 When handed in at Local Office 24<sup>th</sup> Nov 1939 Port of West Hartlepool

No. in Reg. Book 28731 Survey held at Hartlepool Date, First Survey 17/11/39 Last Survey 20/11/1939  
(No. of Visits FOUR)

on the Wood, Iron or Steel "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 ✓ (if not already recorded in Appendix to Register Book).  
NET 585 Port belonging to London

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.

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 When Survey expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 P.1. 5.39.		+LMC 10.35
SS Ret 2 <sup>nd</sup> N.3-10.35		+N.B. 10.26.
		Bs 5.39.
		OG 5.39.

Last Report, No. 97981 Port Nwe

(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 16<sup>th</sup> November 1939 off River Tees 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 sheerstrake + 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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks	State if Tanks have been examined inside
Caulking of Decks	State if Tanks now tested
Coamings	Bulkheads
Beams & Fastenings	Ceiling
Outside Plating	Cement or Asphalt (State which.)
" " in way of sidelights	Rudder
Breasthooks	Steering gear and its connections
Transoms	Windlass
Frames	Have pumps now been examined and found efficient?
Reverse Frames	Have Sluice Valves now been examined and found efficient?
Longitudinals	Have Watertight Doors now been examined and found efficient?
Transverses	Have Ventilators and their Coamings been examined and found efficient?
Floors	
Keelsons	
Stringers	
Inner Bottom Plating	
Air and Sounding Pipes	
Dblg. Plates under Sounding Pipes	
Engine Room Skylights	
Coal Bunkers, Open'gs, Kds, &c.	
Oil Bunkers	
Scuppers	
Cargo Hatchways	
Hatches	
Planking of Wood Vessels	
Caulking	
Treenails	
Breasthooks & Stems	
Transoms Pointers, & Crutches	
Timbers of Frame at openings	
Ditto Ditto at other places	
Stringers, Clamps & Shelves	
Salting (State if examined.)	
Copper, or Y.M. of Wood Vessels (State if on Felt.)	
When put on, Month	Year
Boats	
Masts, Yards, &c.	
Condition, how ascertained (State if wedges removed)	
Sails	
Equipment letter	
Anchors, No. of	
Chain Locker	
Cables (State if now ranged)	
" length (on board)	mean diam.
" Rule length	size
Hawser & Warps	
Standing and Running Rigging	

### 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)	£			
Special Damage or Repair Fee (if any) (per Sec. 29) <u>Sunday attendance</u>	£	<u>4</u>	<u>4</u>	-
Travelling Expenses (if chargeable)	£	<u>2</u>	<u>2</u>	-
Second Surveyor's Fee (if any)	£			

Fees applied for, 22/11/1939  
Received by me, 19

Demicks on forward mast not to be used until permanently repaired.

W J Cray  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 5<sup>th</sup> DEC 1939  
Character Assigned As now subject  
wise Nwe



W428-0066 1/2

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

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.

Wire 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