

# REPORT of SURVEY for REPAIRS, &c.

Writing Report... 19... When handed in at Local Office... 19... Port of Liverpool  
 Survey held at LIVERPOOL Date, First Survey 28/7/39 Last Survey 28/8/1939  
 (No. of Visits 14)

48 on the Wood, Iron or Steel COUNSELLOR  
 ONNAGE:— Built at Glasgow By whom C. Leouneil & Co. Ltd. When 1926 8  
5068 Owners Charente S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
4721 Managers C. J. Harrison Port belonging to Liverpool  
3158

eyed Afloat or in Dry Dock? both Name of Dock Langton Destined Voyage (blank)  
 =CellDBorDBa feet; uE&B feet; f feet  
 capacity tons. FPT tons; APT tons; MT feet tons.  
 B.—All alterations in the existing records should be underlined.

t Report, No. 111517 Port Li

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to  
 plete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and  
 of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)  
 ld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be  
 arised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars  
 ld be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters  
 ating this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he  
 red his services for this purpose and to whom and why they were declined

CHARACTER	Year Assigned	Year Expired	Machinery and Surveys
*100A1 12.37			*LMC
SS Mch N° 2 - 35			M.S. 6.38
			BS 6.38
			TS (CL) 12.37

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 10 1/2 ins.

Was a damage report made by anyone else? If so, by whom?  
 SPECIAL SURVEY N° 3.

IRS, OR EXAMINATION AS PER RULE, FOR

ssil placed in drydock, shell plating & rudder cleaned, examined & recoated  
 lds, decks tween decks, casings, engine & boiler spaces, below engines & boilers,  
 unkers chain locker, anchors & cables fore & after peak tanks internally,  
 e & after peak spaces, all double bottom tanks internally, deep tank int.  
 ting under sidelights, hatchways, covers, supports, tarpaulins, cleats &  
 tterling arrangements, air & sounding pipes, masts, rigging, windlass, steering gear,  
 tilator, pump, w. doors, equipment & boats examined & freeboard verified.  
 eiling removed as required.  
 e double bottom tanks, deep tank & fore & after peak tanks tested. (signature)

RY 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								
Paired or Repaired in place								

CONDITION OF THE	good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	✓
of Decks	- do -	State if Tanks now tested	- do -	Dblg. Plates under Sounding Pipes	- do -	(State if on Belt.)	✓
Fastenings	- do -	Bulkheads	good	Engine Room Skylights	- do -	When put on, Month	✓
Plating	- do -	Ceiling	- do -	Coal Bunkers, Open'gs, Lids, &c.	- do -	Boats	good
in way of sidelights	- do -	Cement or Asphalt (State which.)	- do -	Oil Bunkers	✓	Masts, Yards, &c.	- do -
Boats	- do -	Rudder	- do -	Scuppers	good	Condition, how ascertained by	exam
Windlass	- do -	Steering gear and its connections	- do -	Cargo Hatchways	- do -	(State if wedges removed)	none
Frames	- do -	Windlass	- do -	Hatches	- do -	Sails	✓
Have pumps now been examined and found efficient?	- do -	Have pumps now been examined and found efficient?	- do -	Planing of Wood Vessels	ditto	Equipment letter	✓
Have Sluice Valves now been examined and found efficient?	- do -	Have Sluice Valves now been examined and found efficient?	- do -	Caulking	ditto	Anchors, No. of	3-1
Have Watertight Doors now been examined and found efficient?	- do -	Have Watertight Doors now been examined and found efficient?	- do -	Treenails	ditto	Chain Locker	good
Have Ventilators and their Coamings been examined and found efficient?	- do -	Have Ventilators and their Coamings been examined and found efficient?	- do -	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes, good
Bottom Plating	- do -			Transoms Pointers, & Crutches	ditto	" length 270 fath mean diamr	2 1/2
				Timbers of Frame at openings	ditto	" (on board) 270 fath size	2 3/4
				Ditto Ditto at other places	ditto	" Rule length	270 fath
				Stringers, Clamps & Sheifs	ditto	Hawser & Warps	good
				Salting (State if examined.)	ditto	Standing and Running Rigging	- do -

## 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."  
 his vessel is in an efficient condition & eligible in our opinion to remain as now classed  
 th fresh record of survey 8.39 & notation of SS L N N° 3-8.39.

Fee (per Section 29)	£ 22: -	Fees applied for,	19
Damage or Repair Fee (if any)	£	Received by me,	19
Living Expenses (if chargeable)	£		
Surveyor's Fee (if any)	£		

D.S. Forsyth  
W. Robinson for A. W. Jackson & self.  
 Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned 100A1  
S.S. No. 3-8.39. + LMC 9.39.

Lloyd's Register  
 W433-0099 of Indentation



## "COUNSELLOR"

(cont'd)

It was considered unnecessary to drill the shell plating at this survey.

REPAIRS:- Shell - Odd rivets in bilge strakes caulked as necessary.

No 3 DB(ss.) - 3 floors, local doublings fitted

No 4 DB(p.s.) floors - local doublings fitted  
floors - vertical stiffeners fitted.

Deep Tank - 13 stiffener brackets to tank top renewed on after bhd (8p5s)

13

- do -

for bhd (7p5s)

9 tunnel

- do -

(6p3s)

bhd doubling fitted on after bulkhead (p.s.) in  
way lower stringer.

Hatch coamings faired in place.

No 2 hold 5 beam knees faired in place

Lower Bunkers 6 wall plates renewed (3p3s)

1 plate on after bhd renewed & 3 angle  
stiffeners fitted (p.s.)

Tween dk bunkers. 7 slope plates renewed (4p3s)

6 vertical stiff renewed (3p3s) & stiffener  
brackets to angle stays renewed.

7 forward bulkhead plates renewed (3p4s)

3 angle stiff fitted to after bhd (p.s.)

coaming plate at foot of saddleback renewed (p.s.)

Bridge dk bunkers. all hatch coamings renewed

2 beams cropped & part renewed in way of each  
hatch (8 in all)

1 casing plate renewed (s.s.)

tonnage opening coaming plate renewed (p.s.)

2 plates on fore bulkhead renewed (s.s.)

ash shoot part renewed (s.s.)

doubling plate fitted to donkey boiler floor

Saddleback - 6 plates on forward bulkhead renewed

Local doublings fitted on superstructure bhd as necessary  
in way steam pipes.

Rigging overhauled & part renewed

Hand pump overhauled & part renewed

A quantity of ceiling renewed

A number of holding down bolts renewed & hardened.

Minor repairs effected in connection with freeboard  
requirements.



© 2019

Lloyd's Register  
Foundation