

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 12/12/39 When handed in at Local Office 13/12/39 Port of MANCHESTER

No. in Reg. Book. Survey held at MANCHESTER. Date, First Survey Nov 13. Last Survey Dec 6. 1939

36239 on the Wood, Iron or Steel S.S. VOREDA.

## TONNAGE:-

GROSS 7216

UNDER DK. 6600

NET 4373

Built at Greenock

By whom Greenock Dockyard Co Ltd When 1935 3

Owners Voreda Steamship Co Ltd

Owners' Address (if not already recorded in Appendix to Register Book).

Managers God, Harrison &amp; Co

Port belonging to Glasgow.

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Manchester.

Destined Voyage

Cell DBor DBa feet; uE&B feet; t feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 15602 Port Amos

(Periodical Surveys, when held, must be reported in detail and serially 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

report herewith

Was a damage report made by anyone else? If so, by whom?

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated due to grounding in Lock Five, Rosshire on 23rd Sept 1939.

Now done Vessel placed in drydock. Bottom &amp; rudder cleaned, examined &amp; recoated.

Lower portion of stem cropped above the 6'0" draft mark &amp; renewed. Butt electrically welded.

No 1 keel plate, shell plates A1 (P &amp; S) &amp; A2 (P) cut off &amp; renewed. (H)

Frames Nos 7, 8, 9, &amp; 10 (P) cropped, faired &amp; refitted; butts electrically welded &amp; strips fitted. (H)

No 11 (P) faired in place. (I)

No 6 (S) cropped &amp; part renewed; butt electrically welded &amp; strip fitted. (I)

Floors Nos 7, 8, 9, 10, &amp; 11 faired in place

No 1, 2, 3 &amp; 4 lengths of bilge keel removed, faired, &amp; refitted (S), &amp; five lengths of tee bar to same faired in place.

P.T.O.

## SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Removed and Faired or Repaired ...

Faired or Repaired in place ...

Shell Plates.

Frames.

In Frames.

Floors and Bracket Floors

Beams, Transoms &amp; Stems

Inner Bottom Plates.

Dk. Plates.

Other Items:-

## PRESENT CONDITION OF THE

Decks (P &amp; S) Good

Caulking of Decks " " " "

Coamings " " " "

Beams &amp; Fastenings " " " "

Outside Plating " " " "

" " in way of sidelights Not ed.

Frames (P &amp; S) Good

Reverse Frames " " " "

Longitudinals (P &amp; S) Good

Transverses " " " "

Floors " " " "

Keelsons " " " "

Stringers " " " "

Inner Bottom Plating " " " "

Have the Tanks been examined internally See Rpt

Have the Tanks been tested? See Rpt

Bulkheads (P &amp; S) Good

Ceiling " " " "

Cement or Asphalt " " " "

Rudder " " " "

Steering gear and its connections Good

Windlass (P &amp; S) Good

Have pumps been examined and found efficient? No

Have Sluice Valves been examined and found efficient? No

Have Watertight Doors been examined and found efficient? No

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes (P &amp; S) Good

Doubling Plates under Sounding Pipes " " " "

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &amp;c. " " " "

Oil Bunkers (P &amp; S) Good

Scuppers " " " "

Cargo Hatchways " " " "

Hatches " " " "

Planking " " " "

Caulking " " " "

Treennails " " " "

Breasthooks &amp; Stemson " " " "

Transoms, Pointers &amp; Crutches " " " "

Timbers of Frame at openings " " " "

" " at other places " " " "

Stringers, Clamps &amp; Shelves " " " "

Salting (State if examined.)

Copper, or Y.M. " " " "

(State if on Felt.) " " " "

When fitted, Month " " " "

Boats (P &amp; S) Good

Masts, Yards, &amp;c. " " " "

Condition, how ascertained From decks

(State if wedges removed)

Equipment letter " " " "

Anchors, No. of 33-15

Cables (State if now ranged) No

" length (on board) stated complete

" Rule length size

Chain Locker Not ed.

Hawsers &amp; Warps Sufficient

Standing and Running Rigging (P &amp; S) Good

Sails " " " "

## 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 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, so far as now seen, is in good & efficient condition & eligible in my opinion to remain as now classed in the Register Book with fresh record of survey 12, 39.

Survey Fee (per Section 29) £

Special Damage &amp; Repair Fee (if any) £ 13 : 13 : 0

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

13/12/39

Received by me,

19

Harry S. Newton

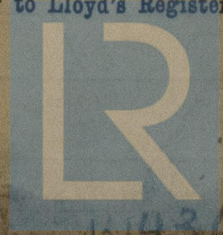
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 29 DEC 1939

1000/5  
Carr: per in bulk  
Fitt: per old bulk



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Lloyd's Register  
Foundation



" " E 7.48 (5) " " " - - - - - (2)

On completion of the foregoing Nos 2, 3, 4, 6, 7, & 8 cargo oil tanks (5) & the forward oil fuel bunker tested under pressure, with satisfactory results. The repairs in way of the fire peak space & the forward pump room were water tested & found satisfactory.

N.S.W.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.