

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report. 10. When handed in at Local Office 18/11/40 Port of NEWCASTLE-on-TYNE.
 in Survey held at *North Shields* Date, First Survey *11 Dec/39* Last Survey *9 Jan 1940*
 Book. *174* on the Wood, Iron or Steel *St. Chervase.* (No. of Visits *13*)

TONNAGE— Built at *Middepro* By whom *Smiths Dock Co. Ltd* When *1936* MONTH *10*
 GROSS *2719* Owners *Mill Steam Shipping Co. Ltd* Owners' Address *Wetherington & Co. Ltd.*
 UNDER DECK *2353* Managers *Wetherington & Co. Ltd.* Port belonging to *Newcastle*
 NET *1642*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Brighams & Sons Dock* Destined Voyage *✓*
 Cell/D/Bor/D/Ba feet; uE&B feet; f feet
 Capacity tons. FPT tons; APT tons; MT feet tons.

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

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

st Report, No. *97953* Port *Nor*

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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 relating to this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined *Yes. Subst.*

Society's Freeboard (if assigned) as painted on Ship and now verified *3 ft. 2 3/4 ins.*

IRS, OR EXAMINATION AS PER RULE, FOR

Was a damage report made by anyone else? If so, by whom? *Underwriter, Liverpool.*

Damage & Completion of Special Survey No. 3—(see New York 97518)

Damage stated to have been caused through heavy weather from 29th October to 6th November 1939, whilst in voyage from Zabrugg.

on dock. Vessel placed in dry dock, bottom & rudder (lifted) cleaned, examined, repaired as necessary, & afterwards recoated.

Damage repairs - No. 1 keel plate cracked, & No. 2 keel plate (from forward) renewed & extended. Shell plates No. 2 & 3 fair in place.

About 1800 bottom shell rivets were renewed or made good as necessary, & about 200 scattered rivets renewed in double bottom tanks.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Deck Plates.	Other Items:—
Renewed	<i>Renewed & extended</i>							<i>About 1800 bottom shell rivets made good.</i>
Removed and Faird or Repaired	<i>Cracked</i>							<i>See also list.</i>
Faird or Repaired in place								

GENERAL CONDITION OF THE

<i>good.</i>	Bulkheads	<i>good.</i>	Engine Room Skylights	<i>good.</i>	Copper, or Y.M. (State if on felt.)
of Decks	Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month Year
Fastenings	Cement or Asphalt		Oil Bunkers		Boats
Plating	Rudder		Scuppers		Masts, Yards, &c.
in way of sidelights	Steering gear and its connections		Cargo Hatchways		Condition, how ascertained (State if wedges removed)
Frames	Windlass		Hatches		Equipment letter
Finals	Have pumps been examined and found efficient?		Planking		Anchors, No. of
Reels	Have Sluice Valves been examined and found efficient?		Caulking		Cables (State if now ranged)
	Have Watertight Doors been examined and found efficient?		Treenails		length 240 mean diam. 1 1/4
	Have Ventilators and their Coamings been examined and found efficient?		Breasthooks & Stems		Rule length 240 size 1 1/4
Bottom Plating	Air and Sounding Pipes		Transoms, Pointers & Crutches		Chain Locker
Tanks examined internally	Doubling Plates under Sounding Pipes		Timbers of Frame at openings		Hawsers & Warps
Tanks been tested?			" " at other places		Standing and Running Rigging
			Stringers, Clamps & Shelves		Sails
			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 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."

The vessel is in a good and efficient condition and worthy in our opinion to remain as classed with fresh record of survey 1.40 and notation SS. SHL No. 3-1.40

Fee (per Section 20)	£	5	5	0
Damage or Repair Fee (if any)	£			
Expenses (if chargeable)	£			
Surveyor's Fee (if any)	£			

Fees applied for,

19 JAN 1940

Received by me,

19

Committee's Minute

Character Assigned

100 A1

S.S. No. 3-1.40 + Lme 5.39

Cargo Bats not fit

Surveyor to Lloyd's Register of Shipping.

M. R. Roberts. John A. Harrison

H. S. Lumbell.

Lloyd's Register Foundation

W437-0131 1/2

S. S. Okenchene.

3 margin brackets, 3 tank side bags were removed, joined & refitted - also a few minor repairs were effected to bottom shell & the tank top.

For completion of repairs the lead & double bottom tanks were tested satisfactorily
30 ft of skiving gear chain removed with tested chain.

how done. Vessel placed in dry dark. bottom & sides cleaned, wrapped, and good as necessary, resealed.

holds, cross pender, chain locker, after peak bulkhead, steering gear & chains, connections & spars, anchors & cables examined.

One peak listed in way of their books.

Hatches - coverings, supports, fittings, vents, coverings, coverings deck equipment examined.

Y^e newboard verified.

hot hold. 5 plates in fore peak bulkhead - faired in place & 10" x 2 horizontal stiffeners in line with lower stringer fitted.

19 frames pinned in place + 12 face plates fitted (6 pos)

to 2 fold. forward bulk^d vertical plates removed.

29 frames painted in place & 10 face plates fitted (5 hrs)

No 3 hold. forward bulkhead 4 stiffener brackets renewed.

10 frames fained in place + 10 face plates fitted (5 Pcs.)

1044

h & hold. forward bulk. 4 plates renewed

after peak bulk! 9 plates renewed.

44 frames joined in place + 12 face plates fitted (6 hrs)

48 hatch covering brackets + keys (in holes) also 35 hatch cleats were removed.

stabil. anchor crown pin removed with extra material.

A few minor repairs were also effected at this time.

The after peak buld^g has been suitably repaired as stated above - This item may be now deleted from the C.R. list

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[illegible]