

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29/12/39 When handed in at Local Office 30 DEC 1939 Port of NEWPORT, MON.
 No. in Survey held at NEWPORT, MON. Date, First Survey 15/12/39 Last Survey 22/12/ 1939
 Reg. Book. 21944 on the Wood, Iron or Steel SS "CASTLEMOOR" (No. of Visits 3)

TONNAGE: - Built at Sunderland By whom W. Taylor & Sons Ltd. When 1922 8
 GROSS 6574 Owners Moore Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 6275 Managers Runciman Shipping Co. Ltd. Port belonging to London
 NET 4048

Surveyed Afloat or in Dry Dock? BOTH Name of Dock EASTERN D DOCK AND ALEXANDRA 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.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1896 Port St. J.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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

INTERIM CERT. ISSUED Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. Stated to have been caused by vessel grounding while leaving dock at St. John's h. 7. on 22nd November 1939.
NOW DONE vessel placed in dry dock, the bottom and Rudder, cleaned and gamed.

On examination No 1 Keel plate and nos. 2, 3 plates in A stroke port and starboard were found indented.
 The stem bar in way was twisted
 The fore peak tank was gamed internally and 3 floor and frame ends, together with base plate of fore peak bulkhead were found to be.

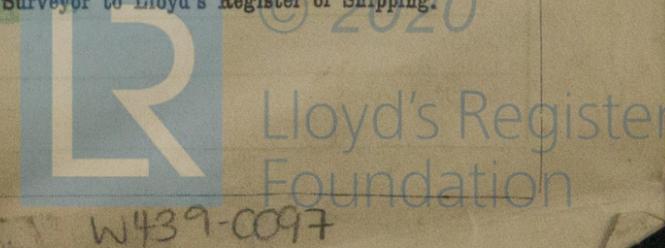
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>GOOD</u>	State if Tanks have been examined inside <u>SEE REP.</u>	Dbng. Plates under Sounding Pipes	✓	(State if on Felt).	When put on, Month Year
Daulking of Decks	State if Tanks now tested	Engine Room Skylights	<u>GOOD</u>	Boats	✓
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	<u>GOOD</u>
Beams & Fastenings <u>IN HOLDS</u>	Ceiling	Oil Bunkers	✓	Condition, how ascertained <u>FROM DECK</u>	(State if wedges removed)
Outside Plating <u>(SEE REP.)</u>	Cement or Asphalt	Souppers	✓	Sails	✓
" " in way of sidelights	Rudder <u>GOOD</u>	Cargo Hatchways	<u>GOOD</u>	Equipment letter	<u>2.</u> ✓
Breasthooks	Steering gear and its connections	Hatches	✓	Anchors, No. of	<u>3B 1S</u> ✓
Transoms	Windlass	Planking of Wood Vessels	✓	Chain Locker	✓
Frames <u>IN HOLDS</u> <u>GOOD</u>	Have pumps now been examined and found efficient?	Caulking	ditto	Cables (state if now ranged)	<u>NO</u>
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Treenails	ditto	" length <u>STATED</u> mean diamr.	(on board)
Longitudinals	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	ditto	" Rule length <u>COMPLETE</u> size	
Transverses	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Transoms Pointers, & Crutches	ditto	Hawser & Warps	<u>GOOD</u>
Floors <u>IN F.P. TANK</u> <u>EFFICIENT</u>		Timbers of Frame at openings	ditto	Standing and Running Rigging	?
Keelsons		Ditto Ditto at other places	ditto		
Stringers		Stringers, Clamps & Shelves	ditto		
Inner Bottom Plating		Salting	ditto		

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 and ptND24, &c."
This vessel is in an efficient condition and eligible in my opinion to remain as classed, with fresh record of survey 12, 39, subject to No 1 plate in starstroke (ps) being renewed at owners convenience, and to indented keel and A stroke plates (ps) etc. being dealt with at the first available opportunity.

Survey Fee (per Section 20)	£	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 20)	INT. CERT 5 5 0	24 Dec 1939	
Travelling Expenses (if chargeable)	£	Received by me,	19
Second Surveyor's Fee (if any)	£		

Committee's Minute _____
 Character Assigned 100A1 Subject Shell. dk w/f
 Surveyor to Lloyd's Register of Shipping. S.B. Lumsden
 Lloyd's Register Foundation



W439-0097

