

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 S.S. "CASTLEMOOR" (No. of Visits 3)

TONNAGE:— Built at Sunderland By whom W. S. 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, ladders, 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 serially 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 examined.

On examination nos 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 examined internally and 3 floors 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								P.T.O.
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE									
Decks	<u>GOOD</u>	State if Tanks have been examined inside	<u>SEE REP.</u>	Air and Sounding Pipes	<u>✓</u>	Copper, or Y.M. of Wood Vessels	<u>✓</u>	When put on, Month	Year
Caulking of Decks	<u>"</u>	State if Tanks now tested	<u>✓</u>	Dblg. Plates under Sounding Pipes	<u>✓</u>	(State if on Felt).	<u>✓</u>		
Coamings	<u>"</u>	Bulkheads	<u>✓</u>	Engine Room Skylights	<u>GOOD</u>	Boats	<u>✓</u>		
Beams & Fastenings	<u>IN HOLDS</u>	Ceiling	<u>✓</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>✓</u>	Masts, Yards, &c.	<u>GOOD</u>		
Outside Plating	<u>" (SEE REP.)</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>✓</u>	Condition, how ascertained	<u>FROM DECK</u>		
" " in way of sidelights	<u>"</u>	Rudder	<u>9.000</u>	Scuppers	<u>✓</u>	(State if wedges removed)	<u>✓</u>		
Breasthooks	<u>✓</u>	Steering gear and its connections	<u>✓</u>	Cargo Hatchways	<u>9.000</u>	Sails	<u>✓</u>		
Transoms	<u>✓</u>	Windlass	<u>✓</u>	Hatches	<u>✓</u>	Equipment letter	<u>2.</u>		
Frames	<u>IN HOLDS</u>	Have pumps now been examined and found efficient?	<u>✓</u>	Planking of Wood Vessels	<u>✓</u>	Anchors, No. of	<u>32 IS</u>		
Reverse Frames	<u>✓</u>	Have Sluice Valves now been examined and found efficient?	<u>✓</u>	Caulking	<u>ditto</u>	Chain Locker	<u>✓</u>		
Longitudinals	<u>✓</u>	Have Watertight Doors now been examined and found efficient?	<u>✓</u>	Treenails	<u>ditto</u>	Cables (state if now ranged)	<u>NO</u>		
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>✓</u>	Breasthooks & Stemson	<u>ditto</u>	" length (on board)	<u>STATED</u>		
Floors	<u>IN F.P. TANK</u>			Transoms Pointers, & Crutches	<u>ditto</u>	" Rule length	<u>COMPLETE</u>		
Keelsons	<u>✓</u>			Timbers of Frame at openings	<u>ditto</u>	Hawser & Warps	<u>9.000</u>		
Stringers	<u>✓</u>			Ditto Ditto at other places	<u>ditto</u>	Standing and Running Rigging	<u>✓</u>		
Inner Bottom Plating	<u>✓</u>			Stringers, Clamps & Shells	<u>ditto</u>				
				Salting (State if examined.)	<u>ditto</u>				

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 nos 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)	£	5	5	0	Fees applied for, <u>24 Dec 1939</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£				Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Committee's Minute

Character Assigned

FRI 26 JAN 1940

1000H Subject
Shell. dk wth

S.B. Lumsden
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W439-0097

As time did not permit of permanent repairs being carried out at this port, the owner wish to postpone same till a more convenient time, and as the temporary repairs now effected are considered efficient, the owner proposal is submitted for the favourable consideration of the Committee.

Bottom & Rudder recoated and a few minor
wear & tear repairs effected.

S.R. LIST Nothing has been done at this time to hot plate in
sharstroke (p.s) which has been examined and remains
efficient.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

Generally examined Hold, Deck, Casings, Loadings, Hatches
Hatchways, Winchlass and Storing gear and same in order