

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12th July 1939. When handed in at Local Office 17: 7: 39 Port of GLASGOW.
Date, First Survey 3: 7: 39 Last Survey 11th July 1939
(No. of visits 4)

No. in Survey held at GLASGOW.
Reg. Book 34641 on the ~~Wood, Iron or Steel~~ TWIN. Sc. S.S. TAIROA

TONNAGE:— Built at NEWCASTLE By whom ARMSTRONG WHITWORTH & Co. LTD. When 1920 YEAR MONTH 7
GROSS 7983 Owners NORFOLK & NORTH AMERICAN STEAM SHIPPING Co. LTD. Owners' Address AS RECORDED
(If not already recorded in Appendix to Register Book).
UNDER DEK. 7418 Managers SHAW SAVILL & ALBION Co. LTD. Port belonging to SOUTHAMPTON.
NET 5021 AFLOAT KING GEORGE V DOCK
Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock GOVAN N^o 1 Destined Voyage AUSTRALIA.

WB=Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. (For Special Survey, Date of last Survey and of Periodical Surveys.)	CHARACTER. (Machinery and Boiler Surveys (including date of N.B., in any))
+100 A1.	+LMC
SHELTER DK WITH FREEBOARD.	MS 9,36
1,39.	BS 1,39.
SSLON N ^o 3 - 11,32	+LLOYDS RMC1,39.
SSGLS. N ^o 1 - 37.	TS (CL) 9,36

Last Report, No. 97080 Port NASC

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 YES
Was a damage report made by anyone else? If so, by whom? J.B. COUSINS FOR UNDERWRITERS.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING.
DAMAGE TO PORT BOWER ANCHOR:— Stated to have been sustained whilst vessel was at anchor at New Plymouth, New Zealand, on 1st April 1939.

On examination of port bower stockless anchor, found about 18" of one fluke broken off.
NOW DONE:— New stockless bower anchor supplied; particulars on back of this report. Marks verified with certificate & certificate endorsed.

DOCKING:— Vessel placed in dry dock, bottom & rudder cleaned, examined, now satisfactory & re-coated. Secks, casings, hatches, coamings, ventilators, etc. examined & now satisfactory. Nos 1, 2 & 3 holds & tween decks generally examined & found satisfactory. Freeboard verified. (SEE OVER)

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	-	-	-	-	-	-	-	Port Bower Anchor
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>no</u>	Air and Sounding Pipes <u>not examined</u>	Copper, or Y.M. of Wood Vessels (State if on Felt.) <u>no</u>
Caulking of Decks <u>good</u>	State if Tanks now tested <u>no</u>	Dblng. Plates under Sounding Pipes <u>no</u>	When put on, Month <u>no</u>
Coamings <u>good</u>	Bulkheads <u>good in spaces scant</u>	Engine Room Skylights <u>good</u>	Boats <u>not examined</u>
Beams & Fastenings <u>good in spaces scant</u>	Ceiling <u>no</u>	Coal Bunkers, Open'gs, Lids, &c. <u>no</u>	Masts, Yards, &c. <u>see Rpt</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which.) <u>not examined</u>	Oil Bunkers <u>no</u>	Condition, how ascertained <u>by examination</u>
" " in way of sidelights <u>not scant</u>	Rudder <u>QUADRANT ROLLER</u> <u>good</u>	Scuppers <u>not examined</u>	(State if redyes removed) <u>no</u>
Breasthooks <u>no</u>	Steering gear and its connections <u>no</u>	Cargo Hatchways <u>good</u>	Stowage <u>no</u>
Transoms <u>no</u>	Windlass <u>no</u>	Hatches <u>no</u>	Equipment letter <u>et</u>
Frames <u>good in spaces scant</u>	Have pumps now been examined and found efficient? <u>not examined</u>	Planking of Wood Vessels <u>no</u>	Anchors, No. of <u>3-1</u>
Reveree Frames <u>no</u>	Have Sluice Valves now been examined and found efficient? <u>not examined</u>	Caulking ditto <u>no</u>	Chain Locker <u>not examined</u>
Longitudinals <u>no</u>	Have Sluice Valves now been examined and found efficient? <u>not examined</u>	Treenails ditto <u>no</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>not examined</u>	Have Watertight Doors now been examined and found efficient? <u>not examined</u>	Breasthooks & Stemson ditto <u>no</u>	" length <u>complete</u> mean diam. <u>no</u>
Floors <u>no</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers, & Crutches ditto <u>no</u>	" Rule length <u>no</u> size <u>no</u>
Keelsons <u>no</u>		Timbers of Frame at openings ditto <u>no</u>	Hawser & Warps <u>sufficient</u>
Stringers <u>no</u>		Ditto Ditto at other places ditto <u>no</u>	Standing and Reaming Rigging <u>good</u>
Inner Bottom Plating <u>no</u>		Stringers, Clamps & Shelves ditto <u>no</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."
This vessel, so far as now seen, is in an efficient condition, & eligible in my opinion to remain as at present classed in the Register Book, with fresh record of survey 7,39.

Survey Fee (per Section 28) £ - - - - -
Special Damage or Repair Fee (if any) (per Sec. 29) £ 2 2 0
Travelling Expenses (if chargeable) £ - - - - -
Second Surveyor's Fee (if any) £ - - - - -

Fees applied for 25 JUL 1939
Received by me, Geo. Cockburn
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 JUL 1939
Character Assigned 100 A1 7,39
Shel. OK. with fld

W439-0278

5m 8.88.—Transfer the amount to the space for Committee's Minutes.
(The Surveyors are requested not to write on or behind the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



REPAIRS, WEAR & TEAR:

RUDDER - 3 gudgeon bushes renewed

ASH SHOOT - shell connection overhauled by E.W.

SHELL, STAR^d SIDE - Local outside doubling plate riveted to 3rd & 4th strakes below sheer where shell plating somewhat wasted locally in way of auxiliary condenser discharge. Shell in way of repairs has tested on completion & found satisfactory.

HATCH COVERS, CLEATS, ETC. - A number of wood hatch covers & hatch cleats renewed & sundry repairs effected in connection with Annual Freeboard Survey.

ANCHOR CABLE SHACKLE - One new cable joining shackle supplied to replace one found fractured. Particulars of new shackle given below. Marks verified with certificate & certificate endorsed.

STEERING GEAR SPARES: This vessel is not fitted with rod & chain steering gear.

NOTE: Certificate N^o 48633 for damaged stockless bower anchor now scrapped, returned herewith for cancellation.

PARTICULARS OF DROP TEST OF CAST STEEL ANCHOR HEAD.	WEIGHT (INCLUDING PINS) 58-3-7	SURVEYORS INITIALS E.E.	N ^o OF CERTIFICATE 173 (ANTWERP)	DATE OF TEST 17/12/37
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When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
38901	1st Bower ...	92	2	14				64	10	0	0	85	2	0	Byers Improved Stockless	Sunderland, 3/7/39 W. H. Norman
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES. (NEW JOINING SHACKLE)

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN SHACKLE				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
89857			116.7	168.375	1.0	17			for 2 1/2" cable		JOINING SHACKLE		4/7/39, Netherston, G.A. Relf

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.