

REPORT of SURVEY for REPAIRS, &c.

LIVERPOOL

Date of writing Report.....19... When handed in at Local Office.....19... Port of.....

No. in Reg. Book. Survey held at Birkenhead Date, First Survey 7 Last Survey 21.7 1939
(No. of Visits 1)

36872 on the Wood, Iron or Steel T.S. "YORKSHIRE" (P)

TONNAGE:- Built at Belfast By whom Harland & Wolff, Ltd. When 1920 YEAR. MONTH. 2
GROSS 10183 Owners Bibby Line, Ltd. Owners' Address
UNDER DEK. 9176 Managers Bibby Bros & Co. (if not already recorded in Appendix to Register Book).
NET 6254 Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Birkenhead Drydock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

Last Report, No. 112456 Port Liv

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition (and see S.R. List).

Now done:- Vessel placed in drydock, shell plating and rudder cleaned, examined & coated. An examination made of decks, casings, coamings, hatches, vents, etc, and found in order.

Wear and tear repairs:- Several odd keel rivets caulked.

S.R. List:- The stern frame (E.W. 11,36) was specially examined at this time & found to remain efficient, and as this welding repair has now been under periodical examination for two years it is submitted that it be considered permanent and not further marked against the vessel. Nothing done at this time to indented plating (p.s.) abreast N^o 2 & 5 hatchways, and to shell plating (p.s.f.), but same examined & found to remain efficient.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired 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>No</u>	Dbng. Plates under Sounding Pipes	<u>Good</u>
Caulking of Decks	<u>"</u>	State if Tanks now tested	<u>No</u>	Engine Room Skylights	<u>Good</u>
Coamings	<u>"</u>	Bulkheads	<u>"</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>"</u>
Beams & Fastenings	<u>"</u>	Ceiling	<u>"</u>	Oil Bunkers	<u>"</u>
Outside Plating	<u>Good</u>	Cement or Asphalt (State which.)	<u>"</u>	Scuppers	<u>"</u>
" " in way of sidelights	<u>"</u>	Rudder	<u>Good</u>	Cargo Hatchways	<u>Good</u>
Breasthooks	<u>"</u>	Steering gear and its connections	<u>"</u>	Hatches	<u>"</u>
Transoms	<u>"</u>	Windlass	<u>"</u>	Planking of Wood Vessels	<u>"</u>
Frames	<u>"</u>	Have pumps now been examined and found efficient?	<u>"</u>	Caulking ditto	<u>"</u>
Reverse Frames	<u>"</u>	Have Sluice Valves now been examined and found efficient?	<u>"</u>	Treenails ditto	<u>"</u>
Longitudinals	<u>"</u>	Have Watertight Doors now been examined and found efficient?	<u>"</u>	Breasthooks & Stemon ditto	<u>"</u>
Transverses	<u>"</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Transoms Pointers, & Crutches ditto	<u>"</u>
Floors	<u>"</u>			Timbers of Frame openings ditto	<u>"</u>
Keelsons	<u>"</u>			Ditto Ditto at other places ditto	<u>"</u>
Stringers	<u>"</u>			Stringers, Clamps & Shells ditto	<u>"</u>
Inner Bottom Plating	<u>"</u>			Salting ditto	<u>"</u>
				(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 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, and is eligible in my opinion to remain as now classed with fresh record of Survey Bln 7,39, subject to indented plating (p.s.) abreast N^o 2 and 5 hatchways, and to shell plating (p.s.f.) being permanently repaired at Owner's convenience.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

D.S. Forsyth
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 100A1 Subject.
Owners' Dk. with Freeboard.
T.S. 7.39.

Is Certificate required? If so, to be sent to