

REPORT OF SURVEY FOR REPAIRS, &c.

(Received at London Office 26 OCT 1939)

No. 97983

of writing Report 21st Oct. 1939 When handed in at Local Office 23/10/39 Port of NEWCASTLE-on-TYNE

Survey held at Dunston-a-Tyne Date, First Survey 16th Oct Last Survey 18th Oct 1939 (No. of Visits 2)

9044 on the Wood, Iron or Steel "ABBOTSFORD" YEAR. MONTH.

TONNAGE:— Built at Goole By whom Gorb S.B. & Repairing Co. Ltd. When 1934 10

ROSS 1585 Owners G. Gibson & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

ORDER DK. 1096 Managers Port belonging to Grangemouth

veyed Afloat or in Dry Dock? Afloat Name of Dock R. Tyne Destined Voyage

LD Bor DBa feet; u E&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

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

st Report, No. 61523 Port Gb.

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.E., if any).
+100A.1	+LMC 3,36
8,39	BS 4,39
S.S. Gmh to. 3-4 37	TS(CL) 8,39
Cargo batters not filled.	

Medical 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.

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 - Owners Dept

not required - Interim Cert. issued Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by collision with "CORDALE", on 12th Oct. 1939, whilst on a voyage from London to the R. Tyne, in ballast.

how Done Vessel examined afloat and the following damage found.

Starboard Side, aft Shell plating (numbered from aft) to. 4 plate in Sheerstrake, to. 4 in 1st stake below sheerstrake & to. 3 in 2nd stake below sheerstrake indented. 3 main frames & 2 beams & knees distorted. Several rivets in shell & beam knees found slack.

Starboard Side amidships Slight evidence of a glancing blow found at after end of bridge side but no structural damage, except a few started rivets, noted.

Starboard lifeboat bits overboard & divert foot damaged. See overleaf

SHELL PLATES	FRAMES	R. FRAMES	FLOORS AND BRACKET FLOORS	BEAMS	INNER BOTTOM PLATES	DK. PLATES	OTHER ITEMS:—
Renewed							See report
Removed and Faired or Repaired							
Faired or Repaired in place							

PRESENT CONDITION OF THE	Sheel Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Bulkheads								Copper, or Y.M. (State if on Felt.) When fitted, Month Year
Ceiling								Boats
Cement or Asphalt								Masts, Yards, &c.
Rudder								Condition, how ascertained (State if wedges removed) Equipment letter
Steering gear and its connections								Anchors, No. of
Windlass								Cables (State if now ranged) length (on board) mean diam. Rule length size
Have pumps been examined and found efficient?								Chain Locker
Have Sluice Valves been examined and found efficient?								Hawsers & Warps
Have Watertight Doors been examined and found efficient?								Standing and Running Rigging
Have Ventilators and their Coamings been examined and found efficient?								Sails
Air and Sounding Pipes								
Doubling Plates under Sounding Pipes								

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."

This vessel so far as now seen is in efficient condition & eligible in my opinion to remain as classed without record of survey subject to indented shell plates to. 4 in sheerstrake, to. 4 in 1st stake above & to. 3 in 2nd stake below sheer starboard side (all numbered from aft) and framing &c in way being permanently repaired at the first opportunity

Survey Fee (per Section 29)	£				
Special Damage & Repair Fee (if any) (per Sec. 29)	£	4	4	0	
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Fees applied for, 24 OCT 1939

Received by me, 19

B. Lloyd Roberts

Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now Subject



© 2020 Lloyd's Register Foundation W472 0184(112)

"ABBOTSFORD"

How done for Permanent Repairs :- Starbd. lifeboat renewed complete, including its equipment.

After Davit foot permanently repaired. Several started shell rivets hardened up. Temporary Repairs Riveting & caulking in way of damage on starbd. side aft overhauled & made tight.

In my opinion the seaworthiness of the vessel is not affected by these indentations & it is recommended that permanent repairs be effected at the first opportunity.

LLR.