

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17/2/26

When handed in at Local Office 17/2/26

Port of GENOA

No. in
Reg. Book.

Survey held at GENOA

Date, First Survey 3/2/26

Last Survey 13/2/26 19

(No. of Visits)

four

24430 on the ~~WOOD, DORRIS~~ Steel Sc. "KINGHORN"

TONNAGE:-

GROSS 6596

UNDER DEK. 6228

NET 4024

Built at Kinghorn

By whom Kinghorn S.B.Co.

When 1921 5

Owners D/S A/S Ringborg(W.Gilbert)

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers

Port belonging to Bergen

Surveyed Afloat or in Dry Dock? yes

Name of Dock Genoa Harbour

Destined Voyage Porman &

WB=CellDBorDBa

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).

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. 14564 Port ROT

(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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through heavy weather on 10th January in the North Atlantic on the voyage from St. John, New Brunswick, to Genoa. For further particulars please see log book.

Captain reported leakage in N°1 hold, in engine tank port side, in deep tank also one piece of lead bilge suction pipe in N°2 hold and, one piece in N°3 hold broken.

NOW DONE:- Vessel examined afloat.

N°1 Hold cleared and examined, N°1 tank tested as per Rule and found slight leakage in 15 angles, attaching frame brackets to tank top port & starboard, angles caulked, N°1 tank retested and found satisfactory.

P. T. O.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...
Removed and Fair'd or Repaired ...
Fair'd or Repaired in place ...

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting (State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length size

(on board)

" Rule length size

Hawser & Warps

Standing & Running Rigging

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 ptND15, &c."

This vessel is, in my opinion, worthy to remain as classed without fresh record of survey, subject to 4 lower brackets to bulkheads in deep tank being dealt with also rudder and stern frame where repaired by E.W. being specially examined at next dry docking.

Survey Fee (per Section 20) Lit. 500.00:

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

16/2/1926

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

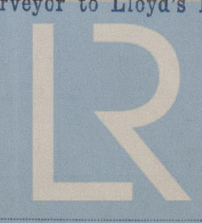
TUES. 2 MAR 1926

Character Assigned

Note

Subject

Kth



Lloyd's Register Foundation

W482-0444

Bilge suction lead pipes - repaired in N°2 & 3 holds, now in order.

G. C. V.
for H. M.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.