

REPORT OF SURVEY for REPAIRS, &c.

Date of writing Report Jan 16th 1926 When handed in at Local Office Jan 18th 1926 Port of CARDIFF
 No. in Survey held at Cardiff Date, First Survey Nov 13th 1925 Last Survey Jan 15th 1926
 Reg. Book. 2119 (No. of Visits 20)

Built on the Wood, Iron or Steel

TONNAGE:-

GROSS 2126UNDER DECK 1791NET 1311Built at GrangemouthOwners Manor Line (London) Ltd

Owners' Address

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

By whom Greenock & Grangemouth Ship Co. LtdWhen 1917Port belonging to CardiffManagers C. Angel & CoSurveyed Afloat or in Dry Dock? Both

WB=Cell DBorDBa

total capacity tons. FPT tons; APT tons; MT 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1539 Port Lis

(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 2 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Special Survey N° 2

Damage stated to have been caused through vessel grounding at Sagua on 8th Jan 1925 (see New York report N° 24709) also grounding at Savannah on 25th Sept 1925.

Now done:- Vessel placed on Slipway, bottom cleaned, examined & coated. Rudder lifted & examined. All Double Bottom Tanks examined internally & shell of same tested with water & made tight upon completion of repairs. Limber boards removed & relaid as necessary.

Damage Repairs:- Shell- Port side- B strake N° 5 & 6 removed, Jaired refitted, D strake Jaired in place. C strake N° 6 & 7 removed, Jaired refitted. D strake N° 7 Jaired in place. N° 1 length of bilge keel renewed & N° 4 length cropped & partly renewed & shell angles in way of same Jaired in place.

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	4							
Removed and Jaired or Repaired	2	6						See body of report.
Jaired or Repaired in place								

PRESENT CONDITION OF THE	Good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels.
ing of Decks	Good	State if Tanks now tested	yes	Engine Room Skylights	Good	(State if on Felt.)
ways.	Good	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	When put on, Month
ings	Good	Ceiling	Good	Scuppers	Good	Boats
& Fastenings	Good	Cement or Asphalt (State which.)	Good	Cargo Hatchways	Good	Masts, Yards, &c.
e Plating	Good	Rudder	Good	Hatches	Good	Condition, how ascertained
ng of ditto	Good	Steering gear and its connections	Good	Planking of Wood Vessels	Good	(State if wedges removed)
ooks & Crutches	Good	Windlass	Good	Caulking	Good	Sails
ms	Good	Have Pumps now been examined and found efficient?	yes	Treemails	Good	Equipment letter
Frames	Good	Have Sluice Valves now been examined and found efficient?	yes	Breasthooks & Stomson	Good	Anchors, No. of
s	Good	Have Watertight Doors now been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto	Good	Cables (State if now ranged)
ts	Good	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings ditto	Good	length
ottom Plating	Good			Ditto ditto at other places ditto	Good	(on board)
				Stringers, Clamps & Shells ditto	Good	Rule length
				Salting (State if examined)	Good	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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is now in good & efficient condition & eligible in my opinion to remain as classed, to have fresh record of survey 1, 26 and the notation of S.S.C.F. N° 2.26.

(per Section 20)	£ 16 : 0 : 0	Fees applied for,
Damage or Repair Fee (if any)	£ 5 : 5 : 0	19 Jan. 1926
Expenses (if chargeable)	£	Received by me,
Surveyor's Fee (if any)	£	13/2 19/26
		W. A. Brydon
		Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 26 JAN 1926

Character Assigned 1000/1

note large battens not fitted

S.S. No. 2-26 + Lumber 1.26

1000-1004 Without spl. board

port

In No. 2 Tank - Port side. 6 Frames Jaired in place. 3 Intercostals Jaired in place & shell bags on same removed. Jaired & refitted.

Broken cement made good where necessary.

Rudder Pinfles removed, skinned up refitted. Gudgeons rebushed.

Special Survey No. 2:- Trawl placed on Slipway. Bottom & Rudder examined
cleaned & coated. Bilge & Tank Top ceilings removed.

All D. B. Tanks & Fore & After P^h Tanks examined internally, tested with water & made tight. Tank Tops cleaned, tarred & cemented, bilges cement washed & ceilings relaid. Dry Tank under Boilers examined internally.

Telegrams:

No.

Freeboard verified. Plating under sidelights & Air & Sounding Pipes examined.

Heat & Tear :-

M p.

he unde

A number of Hold ladders removed Jaired refitted.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

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]

Steering chains removed, annealed refitted with part new.

2 Steering Fairlead Sheaves & 5 pins renewed.

1 Shroud Starb'd side renewed.

Tunnel cleading wholly renewed in 8th 3 & 4 Holds. Tank Top & Bilg

ceiling partly renewed. Spunketting above close ceiling renewed as necessary.

Portion of plating of N.T. B Head at after end of 8-2 Hold cropped also vertical stiffener

way of same to allow of shipping a new Donkey Boiler. New plating & stiffeners refitted, B'Ke

those tested & made light. * It is to be noted in the Register Book "No Cargo Batters"

as all these now removed from vessel.