

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18/6/41 When handed in at Local Office 19/6/41 Port of London
No. in Survey held at London Date, First Survey 29/5/41 Last Survey 10/6/41 19
Reg. Book. 70236 on the Wood, Iron or Steel S.S. "AUDITOR" (No. of Visits 4)

TONNAGE:— Built at Glasgow By whom C. Connell & Co. Ltd. When 1924 YEAR. MONTH. 6
GROSS 5444 Owners Charente S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 5101 Managers T. & J. Harrison Port belonging to London
NET 3427

Surveyed Afloat or in Dry Dock? Both Name of Dock R. Albert Destined Voyage
Cell/Dor/Dba feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records of tanks should be underlined.
Last Report, No. 114721 Port Liv

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)	
CHARACTER. * For Special Surveys. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100A1</u> <u>5,40</u>	<u>+ LMC MS 8,37</u> <u>BS 8,40</u>
<u>SS Mch. No 3-8,37</u>	<u>TS (CL) N 8,37</u>

(Periodical Surveys, when held, must be reported in detail and scrutiny 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 Docking and damage to 2nd deck between aft end of No. 2 hatchway and bulkhead between Nos. 2 & 3 holds stated to have been sustained as a result of a concentration of deck load.
The deck was found set down approx 3 1/2" in way of 1st through beam aft of hatch end, and girder on port and star. sides buckled in way of this beam.
The above stated beam was found fractured on deck flange in way of girder on port and star. sides.

now done: Vessel placed in dry dock, bottom and rudder cleaned, examined and coated.

OVER

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed					1			as report
Removed and Faired or Repaired					2			
Faired or Repaired in place								

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	pt. ex. "	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	pt. ex. Good
Beams & Fastenings	pt. ex. "	Rudder	Good	Scuppers	pt. ex. Good	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (state if wedges removed.)	from deck
" " in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	Z
Frames	"	Have pumps been examined and found efficient?	✓	Planking	✓	Anchors, No. of	2+1
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Cables (State if now ranged)	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	" length (on board)	see
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stems	✓	" Rule length	Report
Floors	✓	Air and Sounding Pipes	pt. ex. Good	Transoms, Pointers & Crutches	✓	Chain Locker	✓
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Hawsers & Warps	Good
Stringers	✓			" " other places	✓	Standing and Running Rigging	"
Inner Bottom Plating	pt. ex. Good			Stringers, Stamps & Shelves	✓	Sails	✓
Have the Tanks been examined internally?	no			Salting (State if examined.)	✓		
Have the Tanks been tested?	no						

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 eligible in my opinion to remain as classed with fresh record of survey 6,41, subject to No 6 plate from aft 4th strake below sheer (SS) (E.W. 5,40, 6,41) to be specially examined at next docking, indented plates nos. 6 & 7 in 2nd below and No 6 in 3rd below sheer (p.s.a.) being dealt with at owner's convenience.

Survey Fee (per Section 20) £ : : Fees applied for, 20 JUN 1941
License No. 2584 £ 6 : 6 : 0 Received by me, Arthur W. Smith
Special Damage or Repair Fee (if any) (per Sec. 20) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned
FRI. 4 JUL 1941
Subject D



If so, is this Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Decks, hatch coamings, beams, covers, vents, framing as far as possible, machinery casings, openings, windlass, steering gear examined and found in good condition.

S.R.L. No 6 plate from aft in 4th strake below sheer (SS) (EW 5,40) examined and small fracture veed and E.W.

Indented plates nos. 6 & 7 in 2nd below and No 6 in 3rd below sheer (p.s.e.) examined and found to continue meantime efficient.

Bower anchor and 15 fms. cable to supply.

Damage. Girder plate on port and star. sides renewed from hatch end to bulkhead, deck bar and girder lugs removed, faired as required, and replaced.

B.A. girder face bar on port and star. sides from hatch end to bulkhead removed, faired and replaced.

1st through beam aft of hatch end removed, faired and replaced, fractures cut out, veed and E.W. and back straps fitted.

The next 3 beams released and faired in place, deck plating faired in place.

Butt strap of girder plate port and star. at corner of hatchway renewed.

Bulkhead girder bracket port and star. removed, faired and

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam.....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Iron Steam Chain }
or Steel Wire... }

replaced.

1 beam knee port and star removed, faired and replaced, and

4 beam knees port and star renewed.

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.



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